Development Services Department
Environmental Coordinator
450 110th Avenue NE
Bellevue, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	200 112th Avenue NE
LOCATION:	200 112th Avenue NE
FILE NUMBERS:	20-111596-LD
PROPONENT:	Columbia Pacific Advisors, Rebecca Bloom, (310) 650-5052

DESCRIPTION OF PROPOSAL:
Approval of a Design Review application to construct a commercial office tower with ground level active uses, over six levels of below grade parking to accommodate approximately 543 parking stalls. Additional project improvements include outdoor plaza space on 112th Avenue NE and NE 2nd Street, enhanced streetscape on NE 2nd Street, a multi-modal path on 114th Avenue NE, landscaping, and lighting throughout the project site.

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on

DATE ISSUED: 8/19/2021

APPEAL DATE: 9/2/2021

A written appeal must be filed in the City Clerk's Office by 5 p.m. on the appeal date noted above.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project) or if the DNS was procured by misrepresentation or lack of material disclosure.

Issued By: Elizabeth Stead **for** **Date:** August 19, 2021
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	200 112th Avenue NE
Proposal Address:	200 112th Avenue NE
Proposal Description:	Design Review approval of a 247-foot office tower within the Downtown-OLB-South Land Use District. • 396,744 Gross Square Feet (GSF) • 6 levels of below grade parking for 543 parking stalls • 1,831 square feet of ground level active use space within the lower level of the tower
File Number:	**20-111596-LD**
Applicant:	Rebecca Bloom, Columbia Pacific Advisors
Decisions Included:	Process II, Combined Design Review Decision and SEPA Determination
Planner:	Laurie Tyler, Senior Planner
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) *Elizabeth Stead* Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: *Elizabeth Stead* Elizabeth Stead, Land Use Director

Date of Application:	July 15, 2020
Notice of Application:	August 27, 2020
Public Meeting:	September 2, 2020
Decision:	August 19, 2021
Appeal Deadline	**September 2, 2021, 5 PM**
Design Review Expiration:	August 19, 2023

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call (425) 452-6800. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

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I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Design Review approval to construct a 16-story office tower with six levels of below grade parking, totaling 396,744 gross square feet. The proposal includes 543 parking stalls to be accommodated within the six levels of below grade parking. The subject site is located at 200 112th Avenue NE, within the Downtown-Office Limited Business-South (DT-OLB-S) Land Use District and is approximately 67,741 square feet (1.55 acres) in size.

The applicant has requested six (6) Administrative Departures as part of this application:

- Build-to Line
- Compact parking stalls
- Parking ratio reduction
- 'A' ROW Guidelines
- 'C' ROW Guidelines
- 'D' ROW Guidelines

Departure requests are discussed in detail in Section V. below.

B. Site Design

Streetscape

The streetscapes for the project include 112th Avenue NE, NE 2nd Street and 114th Avenue NE. A 16'-6" wide sidewalk will be constructed along the entirety of the 112th Avenue NE frontage, which includes a 5' wide streetscape planter and a 6" curb, resulting in an 11'-0" wide sidewalk. There will also be a King County Metro bus stop at the north end of the 112th Avenue NE frontage to replace an existing bus stop at the same location.

An 19'-0" wide sidewalk will be constructed along the NE 2nd Street frontage, which includes a 5' wide streetscape planter, 6" curb, a 5' wide bike lane and a 1'-6" buffer zone, resulting in a 7' wide sidewalk. The main vehicular garage entrance will be located at the mid-block of NE 2nd Street.

114th Avenue NE is required to provide a multi-purpose bike path adjacent to the building frontage as part of the greater Lake Washington Loop Trail. Therefore, this frontage is 19'-0" wide and includes a 6" curb and varying 5' wide streetscape planter due to an existing PSE power pole on site and a mid-block garage/loading entrance to the building. The overall multi-purpose path width will be 12'-0", except adjacent to the existing PSE power pole, where it will narrow down to 10'-0".

Per LUC 20.25A.160.D, a through-block pedestrian connection between 112th Avenue NE and 114th Avenue NE is not required for this parcel/proposal.

Plaza Design

The proposed tower will exceed the trigger height of 115 feet. Per LUC 20.25A.075.A.3, 10% of the site (6,774 sq. ft.) is required to be designed as publicly accessible outdoor plaza space. The project includes a 7,781 square foot outdoor plaza which wraps around the west side at the ground level of the development, creating three unique spaces resulting in a diverse but connected pedestrian experience at the ground level of the project.

The first space is a larger outdoor plaza to the south, at the corner of 112th Avenue NE and NE 2nd Street that will be accessible from both rights-of-way and the interior of the office podium. The plaza incorporates a variety of seating elements, including a 50-foot curved sculptural bench and wood "pebble" seats, as well as a central water feature and landscaping surrounding. In the SE corner of the plaza, a curved terraced space is designed with layered seating which steps down to NE 2nd Street. A large glass canopy extends out over the plaza to provide a weather protected area adjacent to the podium to allow for year-round use.

South Plaza Looking East

The second space will be a smaller, more intimate outdoor plaza located on the north-west corner of the development, fronting 112th Avenue NE. This plaza incorporates similar seating features to those used at the larger southern plaza, similar paving styles and lush landscaping, including shade trees. To buffer the space from a future mid-block service road north of the site, a tall, deciduous buffering hedge will be placed north of the last row of trees to provide additional privacy. The deciduous nature will allow for reflected light into the plaza during the winter months. Additional active use spill-out space can be incorporated adjacent to the building.

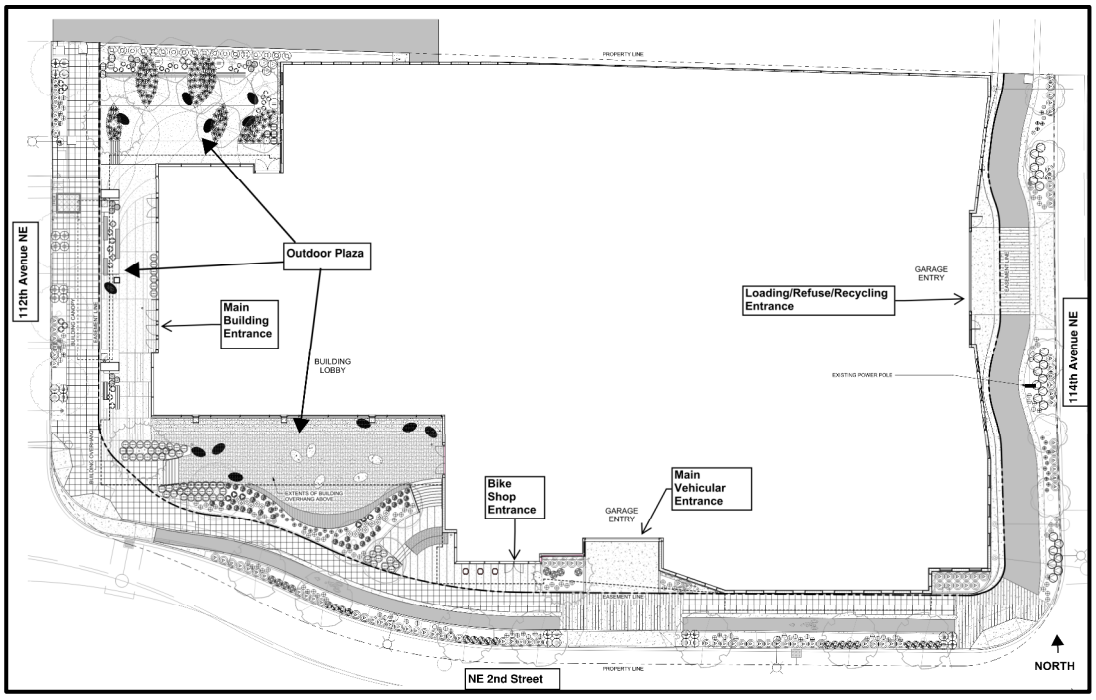
North Plaza Aerial Rendering

Both the north and south plazas will be connected through a western arcade along 112th Avenue NE at the front of the office tower, which incorporates additional similar seating elements, paving style and landscaping to tie all three spaces together in order to function as one larger outdoor plaza space for the site. Year-round outdoor activity is possible with continuous overhead weather protection and feature lighting in this space. The linear design incorporates opportunities for pedestrian engagement and moments of pause in lieu of being simply a space to walk through.

Plaza Arcade Looking South Toward NE 2nd Street

Features of the overall plaza design include public art seating elements, a water feature, landscaping, overhead weather protection and lighting. In addition, the north west corner of the tower base includes an active use space adjacent to the primary entrance/lobby for the office tower. The plaza will therefore be activated by these interior spaces, allowing for interior/exterior activities to support pedestrian activity and engagement at the ground level. Refer to Section III.C below for additional discussion regarding the outdoor plaza space.

Site Plan



C. Building Design

Tower Design

The proposed tower design, massing and materiality concepts are driven by the property's unique geometry, which provides an opportunity to create a visual terminus to NE 2nd Street and result in a building design that responds to viewsheds and becomes a welcome addition to the downtown skyline. The following key concept design drivers influenced the architectural design of the project:

- Create a "dancing" tower massing, shifted to address NE 2nd St. "terminus"; and
- Differentiate the grounded podium, built up from the site from the "light" tower, reaching toward the sky; and
- Focus on playful and varied public outdoor rooms at the ground level.

South Elevation – Looking North-East

The tower is pushed back along 112th Avenue NE and is sited toward the west and north corner of the site, which allows for a larger outdoor plaza space on the southwest corner that can take advantage of sunlight from the south. It also allows for a view corridor over the eastern portion of the site where the podium extends to the east. The shape of the tower is designed by introducing two shifting volumes, which reinforces the sites geometry by opening up views and creating an interesting formal design. A brace frame structural system to support the perimeter core and column free (internal) office space is exposed and celebrated at the east and west facades. The north and south curtain wall systems fly past the roof and end walls to emphasize the design and will enhance the downtown skyline with a unique structure. These extended parapet walls also double as mechanical screens for the rooftop equipment and penthouse structure. The south curtain walls terminate as large canopies; one over the southwest outdoor plaza and the other over the level three terrace.

The tower will include exterior lighting on the ends of the curtain wall wings to emphasize the dynamic quality of the building form and to add to the character of the skyline along I-405. Clusters of halo-lit window frames will also add to the unique nighttime interest and focal point along I-405. It should be noted that these exterior lighting features will be dimmable to prevent light pollution into any adjacent residential buildings overnight. **Refer to Section XII for Conditions of Approval regarding Exterior Building Lighting and Rooftop/Building Lighting.**

North Elevation – Looking South-East

West Elevation – Looking East toward I-405

Podium Design

The podium design is composed of high-quality glass and porcelain curtain wall systems, which provide a solid, grounded appearance. In contrast to the tower, the podium bends on the horizontal to create movement. This carved language is further emphasized in the details of the distinct window frames around the openings. The lower floors of the podium are a textured panel for a more engaging experience at the pedestrian level.

Along the 112th Avenue NE frontage and a large portion of the NE 2nd Street facade, large 10-foot wide low-iron glass panels are provided at the base of the tower to reinforce lightness as the building meets the ground behind the structural brace frame. This curtain wall is transparent glass to encourage a strong visual connection between the inside and outside of the podium for both the active use space and lobby areas and how they interact with the outdoor plaza around the western half of the development. On the remainder of the southern elevation and along the eastern and northern elevations of the podium, numerous operable windows are evenly spaced to provide natural light and air into the building, which also helps to break down the expansiveness of the facade. As an alternative to operable windows on the podium north façade, the applicant has proposed identically dimensioned and located vitrines or window-boxes, which would create a design solution comparable to the operable

windows.

Street canopies are provided along the majority of the 112th Avenue NE and NE 2nd Street frontage, in addition to a large glass canopy over a portion of the southern outdoor plaza space. A colonnade connects the north and south outdoor plaza spaces on 112th Avenue NE that will include soffit lighting to create a welcoming and safe space to traverse or pause. The main entrance to the building lobby is on 112th Avenue NE, with a secondary entrance at the east end of the southern outdoor plaza space.

The NE 2nd Street podium level includes a publicly accessible bike shop at the east end of the outdoor plaza along with the main vehicular entrance to the below grade parking garage. The building will be pulled back slightly in front of the bike shop to provide extra useable space in the form of enhanced streetscape. Seating elements, landscaping and bike racks will fill the space to complement the bike shop use.

Enhanced Streetscape at Bike Shop Entrance on NE 2nd Street

While less oriented to pedestrian engagement, the 114th Avenue NE podium frontage provides an enhanced multi-purpose path along the frontage in lieu of a sidewalk only, including landscaping and street trees. The building loading and refuse entrance is located mid-block on the building façade, resulting in an eastern podium that is dedicated to building support uses and less pedestrian engaging uses. Transparency and weather protection are minimized due to the building support uses as well as the need to provide for an enhanced segment of the Lake Washington Loop Trail for cyclists along the frontage.

While all buildings are required to be constructed to the “build-to” line (back of sidewalk), this development will deviate from this requirement in order to accommodate the outdoor plaza spaces along 112th Avenue NE and NE 2nd Street, the enhanced streetscape on NE 2nd Street where the proposed bike shop is located and the slight building modulation along 114th Avenue NE to accommodate the

loading/refuse entrance and the required multi-purpose path for the Lake Washington Loop Trail.

In addition, both the main vehicular entrance and the loading/refuse entrance on NE 2nd Street and 114th Avenue NE will be required to be architecturally treated in order to result in an aesthetically pleasing entrance when viewed by the pedestrian at these locations. The treatment in these locations could consist of similar design aesthetic on the exterior, or a different material applied that is sufficiently durable for a vehicular garage entry. **Refer to Section XII for Condition of Approval regarding Garage Entry.**

Color and Materials
The overall color and material palette can be considered warm, rich and tactile. The tower is reinforced as a lighter element, using a glass curtain wall system with dark bronze metal detailing. The podium level is composed of a warm and textured light beige porcelain to contrast against the glass curtain wall system. Wood soffits at the outdoor plaza canopy and wood furnishings in the landscape areas help to further provide warming elements to the overall project design.

Signage
The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development. This Design Review application does not provide any sign permit approvals of the preliminary master sign program. The applicant will be required to submit this package to the City for formal sign code review prior to any occupancy permits for the tower or active use spaces. **Refer to Section XII for Condition of Approval regarding Project Sign Design Package.**

D. Process
Design Review is required by Land Use Code (LUC) 20.25A.030.A.1. In addition to Design Review, the project requires a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The Design Review and SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination, and the Director of Development Services issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Section XII for Condition of Approval regarding Design Review Modifications.**

II. Site Description and Zoning (Existing Conditions)

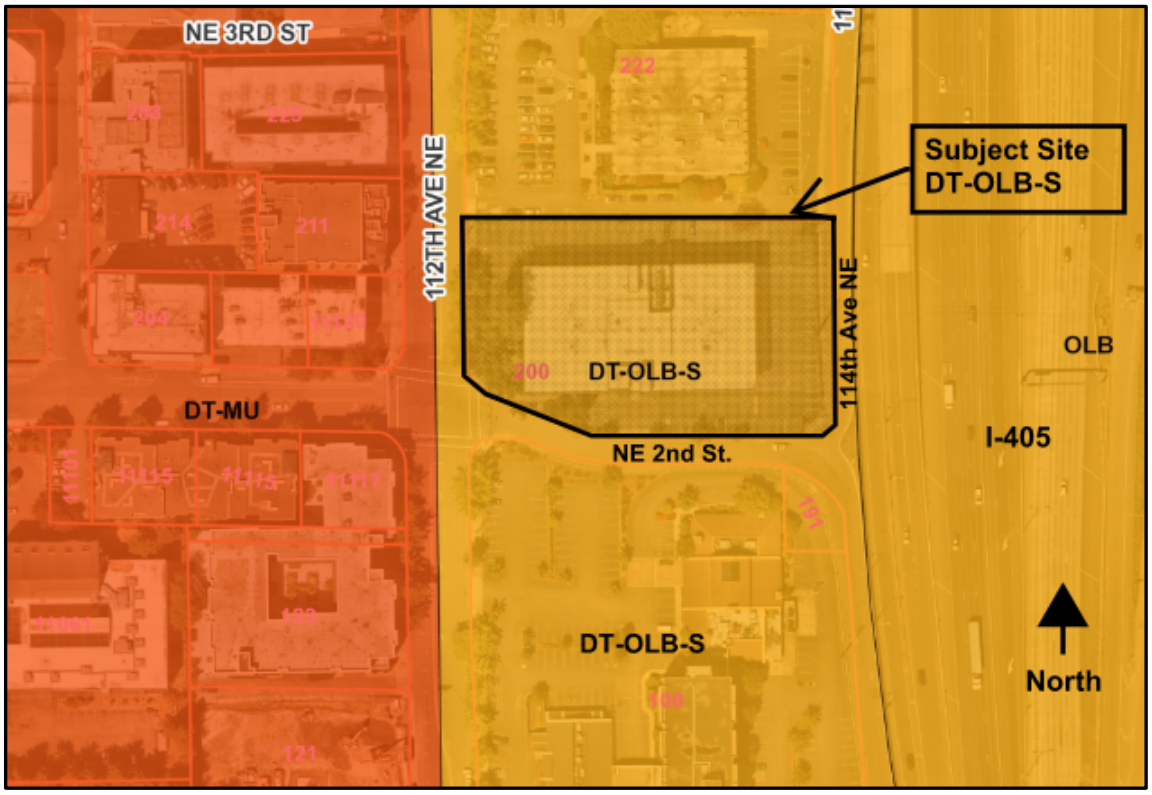
A. Site Description
The subject site is located on the east side of 112th Avenue NE, the north side of NE 2nd Street and the west side of 114th Avenue NE, in the Downtown subarea. I-405 is located directly adjacent to the east of the site. The site is comprised of one parcel totaling approximately 67,741 square feet and is located approximately 1,200 feet from the future 112th Avenue NE East Link Light Rail Station and approximately 1,000 feet from the Downtown East Link Light Rail station. A new multi-purpose path along 114th Avenue NE on the east side of the site will provide an enhanced bike path for the Lake Washington Loop trail.

Vicinity Map

B. Site Zoning

The site is located within the Downtown – Office and Limited Business - South (DNTN-OLB-S) land use district, which is located within the East Main Neighborhood in the Downtown Core. The site is located within the Downtown Subarea per the Comprehensive Plan. This site, along with all of Downtown, was recently rezoned as part of the Downtown Livability Initiative, which adopted new Downtown Land Use Code standards (Ordinance No. 6377). The proposed office and commercial/retail uses are permitted outright.

Zoning Map



C. Site Context

The site fronts 112th Avenue NE, NE 2nd Street and 114th Avenue NE. Per the Land Use Code's Design Guidelines Building/Sidewalk Relationships, 112th Avenue NE and NE 2nd Street are designated as a type "C" right-of-way, and 114th Avenue NE is designated as a type 'D' right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

North:	DT-OLB-S, Virginia Mason Medical Clinic (Medical Office)
East:	OLB, Interstate 405
South:	DT-OLB-S, Azteca/Sheraton Hotel (Commercial)
West:	DT-MU, GTI Office Building/Aventine Apartments (Office/Residential)

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are permitted within the DNTN-OLB-S land use district.

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-OLB-S are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section V below, for discussion regarding Administrative Departures.

Table 1: Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	67,741 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-Limited Business-South (DNTN-OLB-S)		
Building Type per LUC 20.25A.060	Office, Miscellaneous Retail (Non-Residential)		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20' setback required from interior property line. Applicable to northern property boundary.	25'-0" from north property line above 80 FT	Meets requirement.
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 30,000 GSF/F	28,620 SF	Meets requirement.
Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 20,000 GSF/F	19,990 SF	Meets requirement.
Maximum Lot Coverage by Structure	100%	71.9%	Meets requirement
Maximum Building Height/ Maximum Building Height with Mechanical Equipment **Measured from**	230 FT/250 FT No part of the building may exceed 250 feet, including mechanical equipment	227'-5"/247'-8" Average Finished Grade = 80'-2-3/4"	Meets requirement.

average finish grade DT-Building Height			
Floor Area Ratio: **Gross Floor Area (GFA) for FAR:**	**Base:** 4.5 **Max:** 5.0	336,753 GFA = **4.97 FAR** (336,753/67,741)	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System
Base Building Height Measured from Average Finish Grade	115 FT	115 FT Measured from Average Finished Grade of 80'-2 ¾" (Elevation 195'-2 ¾")	Meets requirement. Base & Trigger Height are the same (115 FT).
Building Trigger for Additional Height (Footnote 7)	115 FT	115 FT Measured from Average Finished Grade of 80'-2 ¾" (Elevation 195'-3")	Meets requirement. Base & Trigger Height are the same (115 FT). – Requires provision of Outdoor Plaza Space and Floor Plate Reduction. See Section III.C below for how these requirements have been met.
FAR Exemptions (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active uses meeting "A" rights-of-way up to 1.0 FAR 67,741 SF = 1.0 FAR	1,831 SF 0.02 FAR	Active use located on first floor of tower podium adjacent to 112th Avenue NE.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb **Overall Width:** **Planting Strip or Planting Pit:** **Sidewalk (Pavement) Width:** **LUC 20.25A.090**	**112th Avenue NE:** 16'-0" overall width 5'-0" planting strip 11'-0" minimum sidewalk width **NE 2nd Street:** 12'-0" overall width 5'-0" planting strip	**112th Avenue NE:** 16'-0" overall width 5'-0" planting strip 11'-0" minimum sidewalk width **NE 2nd Street:** 15'-0" overall width 5'-0" planting strip	Meets requirements. **Refer to Section XII for Condition of Approval regarding Streetscape Irrigation (Right of Way and Site).**

	7'-0" minimum sidewalk width **<u>114th Avenue NE:</u>** 14'-0" multi-purpose path (includes 2' shy distance on either side) 5'-0" planting strip	7'-0" minimum sidewalk width (plus 1.5' buffer to 5' bike lane) **<u>114th Avenue NE:</u>** 12'-0" to 14'-0" multi-purpose path (includes 2' shy distance on either side). Varies in width due to existing PSE pole 5'-0" to 10'-0" planting strip	
On-Site Landscaping **LUC 20.25A.110.B.2**	5' Type III buffer adjacent to surface vehicular access or parking areas	Planter area at northwest corner of development (plaza) includes 5' of landscape buffer adjacent to northern property boundary to screen adjacent surface parking and vehicular entrance.	Meets requirement.
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110 LUC 20.25A.110.A – Plate B** **Large = 2.5 caliper Tree spacing is 30 feet and must be at least 3 feet from face of curb.**	<u>112th Avenue NE:</u> Scarlet Oak: Quercus coccinia - Large <u>NE 2nd Avenue:</u> English Oak: Quercus robur 'Pyramich' - Large <u>114th Avenue NE:</u> No species requirement, per code.	<u>112th Avenue NE:</u> Scarlet Oak, Large <u>NE 2nd Street:</u> English Oak, Large <u>114th Avenue NE:</u> Persian Ironwood, Large	**<u>Refer to Section XII for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.</u>**

PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080** Based on 320,142 NSF Office and 1,831 NSF Retail	<u>Office Parking:</u> Min. 2.5/1000 NSF: 800 stalls Max. 3.0/1000 NSF: 960 stalls <u>Retail in a Mixed Development:</u> Min. 2.0/1000 NSF: 4 stalls Max. 4.0/1000 NSF: 7 stalls <u>Total:</u> Min.: 804 stalls Max.: 967 stalls Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure = 353 out of 543	539 stalls (Based on 1.68/1,000 Ratio) 4 stalls <u>Total stalls proposed</u>: 543 162 compact stalls = 30%	Meets requirements with Administrative Departure Request. Administrative Departures requested to reduce the required office parking minimum from 800 to 539 (1.68 stalls per 1,000 NSF) and install 30% compact stalls. **<u>Refer to Section V below for Administrative Departure discussion regarding Compact Parking and Parking Ratio Reduction.</u>**
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	One space per 10,000 NSF for nonresidential uses greater than 20,000 SF.= 32 spaces for office and 0 stalls for retail/restaurant. Based on 320,142 SF office and 1,831 SF of Retail. Provided on-site in a secure location. Covered Spaces. At least 50 percent of required parking shall be covered.	<u>Total:</u> 46 stalls 40 stalls located in bicycle storage room on P2 and 6 stalls located along NE 2nd Street in front of bike shop. 100% covered	Meets requirements.

REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Refuse & Recycling LUC 20.20.725 & 20.25A.160 **Office:** **Retail:**	GSF Office = 343,902 GSF Retail = 1,831 2 SF/1,000 SF = 688 SF 5 SF/1000 SF = 10 SF	810 SF Refuse/Recycling Room located at Level P1 (2 dedicated trash bays + 1 recycle area)	Meets requirements. Republic Services approval letter provided as Attachment E.
Loading Area 20.20.590.K.4	One 10 FT x 55 FT dedicated loading space	(2) 12'x30' loading bays provided with elevating dock lifts on Level P1	

B. FAR & Amenity Bonus System (LUC 20.25A.070)

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

a. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):
Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for "Pedestrian Corridor/High Streets – "A" Rights-of-Way" shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a.

The applicant is proposing 1,831 square feet of active uses within the first floor of the tower, which is below the maximum allowable 1.0 FAR (67,741 SF). Therefore, 1,831 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. It should be noted that the applicant is requesting an Administrative Departure due to the building not meeting the required Build-To Line. Refer to Section V below for how the proposal meets the Administrative Departure criteria.

2. Amenity Incentive System Requirements

FAR Summary – DT-OLB-South Land Use District

Site Area: 67,741 SF
Base FAR: 304,835 SF (4.5 FAR)
Max FAR: 338,705 SF (5.0 FAR)

Overall Proposed GFA: 635,786 GSF (includes parking & mechanical)
GFA for FAR Proposed: 338,584 GSF (excludes parking & mechanical areas)
Exempt GFA Proposed: 1,831 GSF (Ground Level Active Uses)
Final GFA for FAR Proposed: 336,753 GSF
Overall FAR: 4.97 (336,753/67,741)

Base/Proposed FAR:
Base 4.5 FAR = 304,835 GSF (67,741 x 4.5)
Proposed 5.0 Max. FAR = 338,705 GSF (67,741 x 5.0)
FAR above Base FAR = 31,918 GSF (336,753 – 304,835)

DT-OLB-South Base Building Height/Proposed Building Height:
Base Building Height: 115'
Maximum Building Height: 230'/250' (Max Building Height/Max Height with Mechanical)
Proposed Building Height: 247'-8 ¼" (227'-5 ¼" + 20 feet mechanical)
Floor Area Above Base Building Height: 164,122 GFA

Amenity Point Requirement Calculations:
- FAR over Base FAR up to Max 5.0 FAR = 31,918 GFA
- Floor area above Base Height Divided by 2 = 82,061 GFA (164,122/2)

Amenity Points Needed: 82,061 *

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 82,061 amenity points for the proposal. Refer to Sheet G-011B in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations.

FAR Amenity Points to Earn: 82,061
FAR Amenity Points Earned: 83,013
Excess Amenity Points: 952

The applicant will meet the amenity point requirements through construction of an Outdoor Plaza, Enhanced Streetscape, Public Art and a Water Feature:

FAR Amenities Provided

Amenity	Value/ Bonus Ratio	Provided	Amenity Pts. Earned	Comments
Outdoor Plaza	8.4:1	7,781	65,360	
Enhanced Streetscape	7.8:1	358	2,792	
Public Art	40.0:1	$186,500.00	7,460	
Water Feature	40.0:1	$185,000.00	7,400	
TOTAL POINTS REQUIRED			**82,061**	
TOTAL POINTS EARNED			**83,013**	
Excess Points			<952> (83,013 – 82,061)	

Refer to Section XII for Condition of Approval regarding Public Art Amenity Value and Documentation of Water Feature Value.

3. ***Recording***
Per LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project and the amount of bonus floor area to be utilized on site for that development shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. Therefore, a condition is included in this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review approval. **Refer to Section XII for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording.**

C. Tower Height/Outdoor Plaza Space (LUC 20.25A.075.A)
The proposal is requesting to exceed the trigger height of 115-feet to a maximum tower height of 250-feet. To exceed the trigger height, a project is subject to a floor plate reduction and a required outdoor plaza space.

Floor Plate Reduction: Floor plates above the trigger height (115') shall be reduced by 10% for non-residential towers located in the DNTN-OLB-South district. This reduction may be averaged among all floor plates above 80-feet, but no single floor plate shall exceed the maximum floor plate size above 80-feet. Further, the 10% reduction in floorplate size shall not result in a floorplate that is less than 20,000 GSF. The proposal will exceed the trigger height, but does not need to reduce the floorplate size by 10% as no single floorplate above trigger height or 80-feet will exceed the maximum 20,000 GSF/F. All floorplates above 80-feet will be less than 20,000 gsf (19,976 gsf).

Outdoor Plaza Space: An outdoor plaza space in the amount of 10 percent of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all

requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The subject site is 67,741 square feet. The applicant is providing a 7,781 square foot outdoor plaza space that is located on the western edge of the development at grade, along 112th Avenue NE and around the southwest corner of the site to NE 2nd Street. This exceeds the 10% requirement by 1,007 square feet. The entire plaza space will be accessible from the public sidewalk along 112th Avenue NE (west) and at the corner of 112th Avenue NE and NE 2nd Street. The design of the plaza meets the intent of LUC 20.25A.070.D.4 (2. Outdoor Plaza) and the guidelines of LUC 20.25A.160.E.2 for general open space design. The proposed plaza includes 278 linear feet of seating elements and 2,018 square feet of landscape areas, both which exceed the code minimum. The plaza also incorporates feature lighting, artistic seating elements and a water feature that will be both activating and engaging for both the public and tenants of the building. Refer to Sheet G-011B in the plan set for a detailed site plan of the plaza and amenities provided. The proposed plaza shall be open to the public at all times and a public access easement shall be recorded. **Refer to Section XII for Condition of Approval regarding Outdoor Plaza Space.**

D. Green and Sustainability Factor (LUC 20.25A.120)

Refer to Sheet L-322 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment F to this report. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of 0.3 for a large site. The subject site achieves a green factor score of 0.427, which the proposal meets by providing the following:

- Soil Cells
- Landscaped Areas with Soil Depth of 24 Inches or More
- Shrubs or Large Perennials
- Small, Medium and Large Trees
- Green Roof on top of podium
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Bicycle Racks

E. Soil Volume

To ensure that all new trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. **Refer to Section XII for Condition of Approval regarding Soil Volume.**

F. Mechanical Equipment and Exhaust Control (LUC 20.25A.130)

Mechanical Equipment Screening

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually

screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above.

The proposal consolidates all mechanical equipment for the tower on level 17, which includes a mechanical penthouse structure. The mechanical penthouse will be screened through an opaque natural complementary metal panel siding. Any individual units will be painted to blend into the surrounding adjacent roofing membrane. The buildings curtain wall system is extended vertically for additional mechanical screening of the rooftop, which is integrated into the overall building massing. No visible rooftop equipment is proposed on the podium rooftops at levels 2 and 3. **Refer to Section XII for Condition of Approval regarding Mechanical Equipment.**

Exhaust Control
Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. Mechanical equipment for the tower is located on the building rooftop; however, if the active use tenant(s) within the first floor of the tower require additional exhaust control, then it shall be deflected from public space and located at least 16 feet above finished grade, the street, a public easement or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to Section XII for Conditions of Approval regarding Garage Exhaust and Commercial Venting.**

G. Pet Relief Areas
The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, this development will include one pet relief area within the streetscape planter along 112th Avenue NE at the corner of NE 2nd Street. **Refer to Section XII for Condition of Approval regarding Pet Relief Areas.**

IV. Design Guidelines

A. Downtown Design Guidelines (LUC 20.25A.140-180)
The applicant has met the intent of the Downtown Design Guidelines, as summarized below. Refer to Attachment A: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guidelines.

1. Context (LUC 20.25A.150)
The proposal has met the intent of each item in the Context section of the design guidelines. More specifically, the proposal will include the following:
   - This project enhances the east edge of downtown by providing new active uses, a public plaza, and a building that is dynamic in form, visually engaging and adds

to the character of Downtown Bellevue when viewed from I-405. The project components will greatly enhance the experience of 112th Avenue NE which is currently vehicle-centric with little relief for the pedestrian realm.

- The open spaces of the project flow directly off the sidewalks of NE 2nd Street and 112th Avenue NE, providing welcoming, easy access to the plaza spaces for the general public. The building setbacks along these frontages create a diversity of linked spaces which allow each visitor to find their ideal spot.
- Service and loading access are located to ensure that the functions of these uses will not negatively impact transportation flows around the site. All loading and refuse will be managed via a building entry along 114th Avenue NE, while the parking entry for the development is located on NE 2nd Street to avoid conflicts and allow for proper queuing at the entry.
- The tower is pulled to the west to the build-to line and to the north, just off center of the site. This creates space for a prominent open space along 112th Avenue NE with southern exposure, maintains views looking east from NE 2nd Street and ensures that the longest face of the tower does not block access to light, air and views for existing residents. The step in typical tower floor also opens oblique view and light angles, that typical rectilinear towers do not achieve.

2. Site Organization (LUC 20.25A.160)
The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:

- Parking entry and service zones are located along NE 2nd Street and 114th Avenue NE. The consolidation of these uses to the lower areas of the site allow for their presence to be obscured as much as possible, while also limiting potential conflicts between them and existing traffic circulation, along with a bus stop location on 112th Avenue NE.
- A multimodal path has been accommodated in the development, creating new opportunities for arriving to, leaving from, and moving past the site. The plaza anchoring the southwest corner of the site will provide a moment of relief form the 5-lanes of vehicles activity on 112th Avenue NE.
- The main building entrance is celebrated in its adjacency to the public open space and central location on 112th Avenue NE. A large 10-foot-deep canopy will serve as weather protection and to also signal the main entry to the building's lobby. Subtle massing shifts and framing details at the entry vestibule will separate it from adjacent active uses at the podium level.
- Lush planting, including a variety of trees, deciduous and evergreen shrubs, grasses, and flowering perennials are structured to create a rich and varied plant palette. The warm wood seating and fractured exposed aggregate bring softer organic textures to the hardscapes. The soft forms of landscape planters that form the spaces as well as the patterning of the paving in the north plaza introduce a contrasting natural language to the site juxtaposed with the crisp finishes of architecture.

3. Streetscape and Public Realm (LUC 20.25A.170)
The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- The lower levels of the building are centered on the highly transparent lobby with active use zones adjacent to the plaza on all sides. Outdoor seating opportunities and visual access to and from these zones will create a lively street edge interest throughout the day.
- The building edges abut the sidewalk and create connections between the building and pedestrians. This is apparent along 112th Avenue NE and the north side of the public plaza where the primary faced material is low reflectivity glass. There is a vertical change between the sidewalk and the plaza on NE 2nd Street, but efforts were made to clearly express entry, circulation, and connectivity from the sidewalk up into this public zone.
- On the more heavily utilized 112th Avenue NE and the main corner plaza, the canopies are higher and deeper, while the canopies along NE 2nd Street are shallower and lower in response to smaller scaled uses.
- The street level plaza is a linked set of three sub-spaces (south, west and north) all with distinct attributes and amenities that create a diverse but connected pedestrian experience wrapping the western half of the building at street level, up to the bike room facing onto NE 2nd Street.
- Multiple types of seating, including wooden 'pebble seats', fixed benches and moveable chairs and tables will occur throughout the plaza spaces. The largest seating element is a curved, sculptural bench that will contain the south edge of the space, while providing a unique visual element for those using the multi-purpose trail.
- The lighting approach is addressed on several scales, from the urban to the pedestrian. At the urban scale the edge of the north and south curtain walls will be highlighted by a subtle lighting treatment that will emphasize the dynamic form of the building at night but will not flood the neighborhood with excessive light. Under the tower and within the structure of the feature canopy, recessed lighting will softly cast ample ambient light for pedestrian comfort and to highlight building entry and plaza spaces. Lower in the pedestrian realm a combination of warm feature lighting on trees and other focal areas along the podium, and step lighting will ensure a safe and festive experience for users of the site.

4. Building Design (LUC 20.25A.180)
   The proposal has met the intent of each item in the Building Design section of the design guidelines. More specifically, the proposal will include the following:
   - The podium employs a natural-colored, porcelain clad curtainwall system with expressive window frames. The play of solid and void in the façade anchors the podium to the site, giving it a sense of weight and permeance.
   - The dancing north and south tower faces are a simple unitized curtain wall system which is rotated 90-degrees to increase the horizontal expression of the façade. These skins will be more reflective than the east-west facades, reducing the appearance of the spandrel panels at each floor and increase comfort of those inhabiting the building.
   - The featured structural braces that slip past the outside face of the east and west tower facades act to stitch the tower and podium together and give pedestrians the opportunity to engage with an impressive structural component of the building.
   - Podium materials, façade composition, window bays and programming all elicit a stayed, monolithic character, anchoring the building to the site and creating a

clear juxtaposition to the dynamic glassy tower above. The curtainwall system is a warm natural color. To the touch, this material is refined and provides layers of interest visually as you move closer to it. Windows with expressive frames made of the same material are placed every 10-feet further enhancing the solid nature of the podium.

- The glazing system around the entire active use area is highly transparent and includes both transom and sidelights.
- The main building entry is emphasized through a shift in the lobby volume and framing elements integrated into the curtainwall system.
- The tower has been sited to provide optimal tower separation from potential future development. By pulling the tower towards the north and back from the build-to line at the west, the south facing plaza and associated plantings will receive quality daylight throughout the day.
- The towers predominant east/west orientation is not only driven by the site proportions, it also helps create a more energy efficient building by placing longer facades on the north and south sides.
- The rooftop mechanical of the tower will be screened in the north-south direction by extending the curtain wall faces up beyond the roof structure. Additional mechanical screening will help mitigate any views onto rooftop equipment in the east-west direction.

B. ROW Design Guidelines (LUC 20.25A.170.B)

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 112th Avenue NE and NE 2nd Street are designated as "C" rights-of-way, and 114th Avenue NE is designated as a "D" right-of-way. However, because the applicant has chosen to exempt the FAR for a ground level active use space on 112th Avenue NE, the streetscape directly in front of the active use space is required to be designed as an "A" right-of-way (LUC 20.25A.070.C.1.a).

Mixed Streets – "C" Rights-of-Way (112th Avenue NE & NE 2nd Street)

The "C" rights-of-way shall have a moderate orientation to pedestrians. The following standards/guidelines are required for a "C" rights-of-way streetscape design:

- Transparency – 75%; and
- Weather Protection – 75%; and
- Points of Interest – Every 75 linear feet of façade, maximum; and
- Vehicular Parking – no surface parking or vehicular access directly between perimeter sidewalk and main pedestrian entrance; and
- 50% of street wall shall incorporate active or service uses.

Both 112th Avenue NE and NE 2nd meet the intent of each of these standards except where a departure has been requested. The applicant has submitted an Administrative Departure to deviate from transparency and weather protection standards along both frontages to accommodate a generous outdoor plaza space, an enhanced streetscape area and for above grade parking/building support uses within the eastern portion of the building. Refer to Section V below for additional departure discussion.

Neighborhood Streets – "D" Rights-of-Way (114th Avenue NE):
The "D" rights-of-way shall have low to moderate orientation to pedestrians and shall complement residential uses. The following standards/guidelines are required for a "D" right-of-way streetscape design:

- Transparency – blank walls and inactive uses may occupy no more than 25% of façade; and
- Weather Protection – 50%; and
- Points of Interest – Every 90 linear feet of façade, maximum; and
- Vehicular Parking – No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

The applicant has submitted an Administrative Departure to deviate from transparency/blank walls and points of interest due to the nature of the building design along this frontage being above grade parking and building support uses. Per LUC 20.25A.170.B.4.b.ii, the project is exempt from weather protection as the project is located on three right of ways and has provided weather protection for the two right of ways with the highest orientation to pedestrians i.e. 112th Avenue NE and NE 2nd. The project meets the vehicular parking guideline on this frontage. Refer to Section V below for additional departure discussion.

Pedestrian Corridor/High Streets – "A" rights-of-way:
The "A" rights-of-way have the highest orientation to pedestrians between the first level of the structure and the horizontal space between the structure and the curb line. While on a "C" right-of-way street, the exempt active use space on 112th Avenue NE must meet the "A" rights-of-way guidelines. The following standards/guidelines are required for an "A" right-of-way streetscape design:

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and
- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- 100% of the street wall abutting the build-to line shall incorporate active uses.

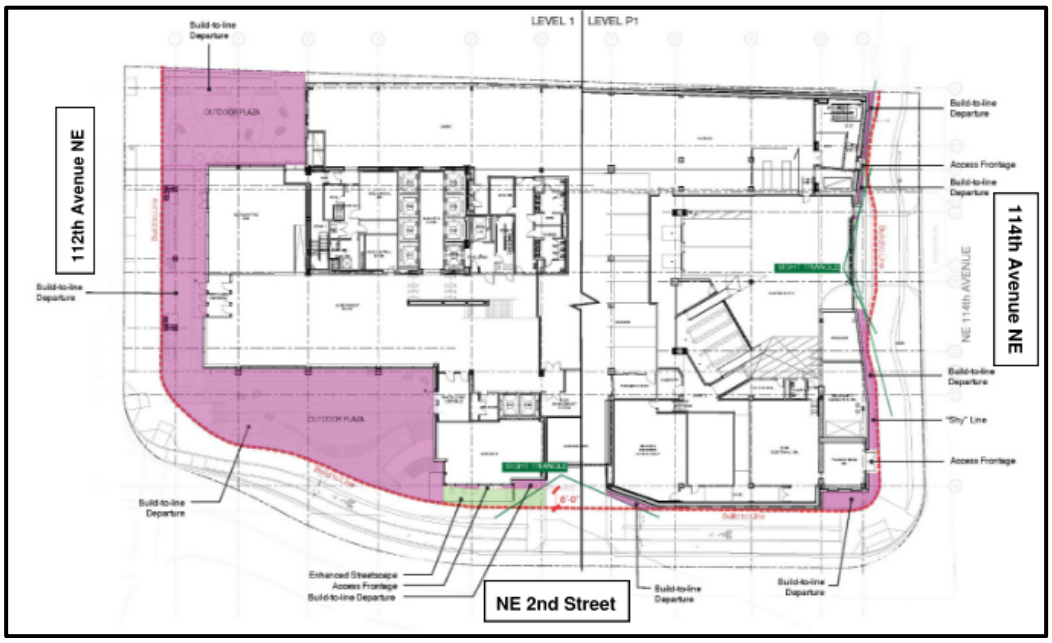
The applicant can achieve each of the design criteria for an "A" right-of-way to exempt the active use space from the FAR calculation, except for meeting the Build-To Line. The applicant has requested an Administrative Departure to document how the active use frontage still meets the intent of all design guidelines except for having the active use building frontage located at the Build-To Line. Refer to Section V below for departure discussion regarding "A" Rights-of-Way. **Refer to Section XII for Condition of Approval regarding Street Level Glazing.**

V. Administrative Departures (LUC 20.25A.030)

The applicant has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. The applicant proposed **six** administrative departures for this proposal. Below is a discussion of each Departure request made by the applicant and how it has met the Departure decision

criteria in LUC 20.25A.030.D.1.b. Also refer to Attachment C: Administrative Departure Request Forms for each of the applicant's Departure Requests.

1. **BUILD-TO LINE DEPARTURE:**
The applicant requests an administrative departure from LUC 20.25A.020.A for street frontage on 112th Avenue NE, NE 2nd Street and 114th Avenue NE. This Code section requires buildings to be constructed to the "build-to" line at the back of the sidewalk on each street frontage. The proposal is requesting to depart from this section of the code to accommodate 1) ground level open space on 112th Avenue NE and NE 2nd street, 2) enhanced streetscape on NE 2nd Street, 3) view triangles required for parking and loading garage entries on NE 2nd Street and 114th Avenue NE, and 4) a combined sidewalk and bike lane/multi-purpose path design on 114th Avenue NE.



Departure Decision Criteria:

a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Response: The Comprehensive Plan encourages public and semi-public open space within major developments. This proposal provides a generous public outdoor plaza space along 112th Avenue NE and NE 2nd Street. Interest for this plaza space is also provided through a covered colonnade between the sidewalk and building frontage. Features such as public seating elements, landscaping, lighting and an artistic water element will result in a visually and physically accessible outdoor plaza space from the public sidewalks. This design advances policies UD-28, UD-48, UD-50 and S-DT-35. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

b. **The resulting design will be more consistent with the purpose and intent of the**

Land Use Code; and

Response: The "build-to line" requirement ensures that new development maintains an urban edge condition along a street frontage; however, the LUC also encourages a generous pedestrian environment with enhanced streetscape areas, activation of the public sidewalk from adjacent active uses, and outdoor public open space for projects which exceed a specific trigger height, that is visually and physically accessible from the public sidewalk. These are competing interests that need to be balanced to result in a project that is well designed to meet all intentions of the LUC. Although the building is set back around the development, the design as presented will provide extra room for pedestrian access, useability and engagement and a new multi-purpose path.

c. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and**

Response: The proposed setbacks from the build-to line around the development are modest and are the minimum necessary to provide generous sidewalks and a multi-purpose path, sight distance from garage entries, an enhanced streetscape area and a generous public plaza while maintaining the architecture of the tower above. The plaza spaces are also designed to help direct pedestrians to the building entrances, while also providing direct connections of these plaza spaces with the public sidewalk/pedestrian realm.

d. **Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or**

The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: LUC 20.25A.020 states that an administrative departure from the "build-to line" standard is appropriate to accommodate access to open plaza space and ground-level modulation of the building frontage. This design proposes areas of enhanced sidewalk, building entrances, a multi-purpose pathway and generous outdoor plaza space which meet the code requirements for approving this departure.

2. **COMPACT PARKING DEPARTURE:**
The applicant requests an administrative departure from LUC 20.25A.080.F.2. Applicants may design and construct up to 65% of required parking spaces in accordance with the dimensions for "compact" stalls if this ratio is approved through an administrative departure. The project proposes 30 percent compact stalls (162 stalls out of 543). **Refer to Section XII for Condition of Approval regarding Compact Parking Stalls.**

Departure Decision Criteria:

a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Response: The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. Reducing the number of standard parking stalls advances the Comprehensive Plan by right sizing the parking to fit the constraints of the project site and needs of users. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources. The design advances policies S-DT-151, EN-1, EN-6 and EN-45. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The LUC allows for 65% compact parking stalls, recognizing the need to right-size parking stalls within the limited extents of a project site and to maximize efficiency. This project proposes to include less than 65% compact stalls, consistent with what the code allows.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The project is currently requesting 30% compact stalls, which the LUC permits via a Departure Request.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: The departure criteria for 30% compact parking stalls, as listed above, have been met.

3. PARKING RATIO REDUCTION DEPARTURE:

The applicant requests an administrative departure from LUC 20.25A.080.H for a parking reduction below the code required minimum for the proposed office use. The project proposes a minimum parking ratio of 1.68 stalls per 1,000 nsf of office, in lieu of the code specified minimum of 2.5 stalls per 1,000 nsf. This results in an overall reduction of 261 stalls (539 in lieu of 800). The code specified minimum for retail in a mixed-use development is 4 stalls per 1,000 nsf, which is being provided in addition to office parking stalls. A technical memorandum prepared by TENW, dated May 21, 2021 has been provided to support this reduction in parking for the project.

Departure Decision Criteria:

a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

Response: A reduced parking ratio will advance Comprehensive Plan goals and policies by minimizing single-occupancy vehicle (SOV) trips while meeting the project's parking demands. Several areas of the Comprehensive Plan support reduced parking ratios, particularly with the city's non-single occupant vehicle (SOV) Mode Share Target. The City has set a 65% non-SOV mode share goal for Downtown workers by 2035. Reducing the parking supply increases the cost of parking, which reduces the number of single-occupant vehicles. This is a key strategy that will allow the City to reach its non-SOV mode share target. Policy S-DT-151 states that projects should "encourage the joint use of parking and permit the limitation of parking supply", which directly supports the City's non-SOV Mode Share Target. In addition, the project is well served by public transit, as the site is located approximately 1,200 feet from the future 112th Avenue NE East Link Light Rail Station and approximately 1,000 feet from the Downtown East Link Light Rail station. This site is also served by a King County Metro Bus Stop located directly in front of the site. Therefore, parking need will be reduced given the close proximity of transportation options, as well as protected bike lane facilities on the adjacent streets. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: LUC 20.25A.080.H allows for a reduction in parking ratios when additional parking is unnecessary to meet demand. TENW has prepared an analysis which specifically addresses how the proposed reduced parking ratio will meet the project demand.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The TENW report provides data which shows the proposed 1.68 parking ratio is calibrated to meet the project demand and is capable of being accomplished, based on a proposed target SOV rate. The report also provides additional information on extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed parking supply in the project.

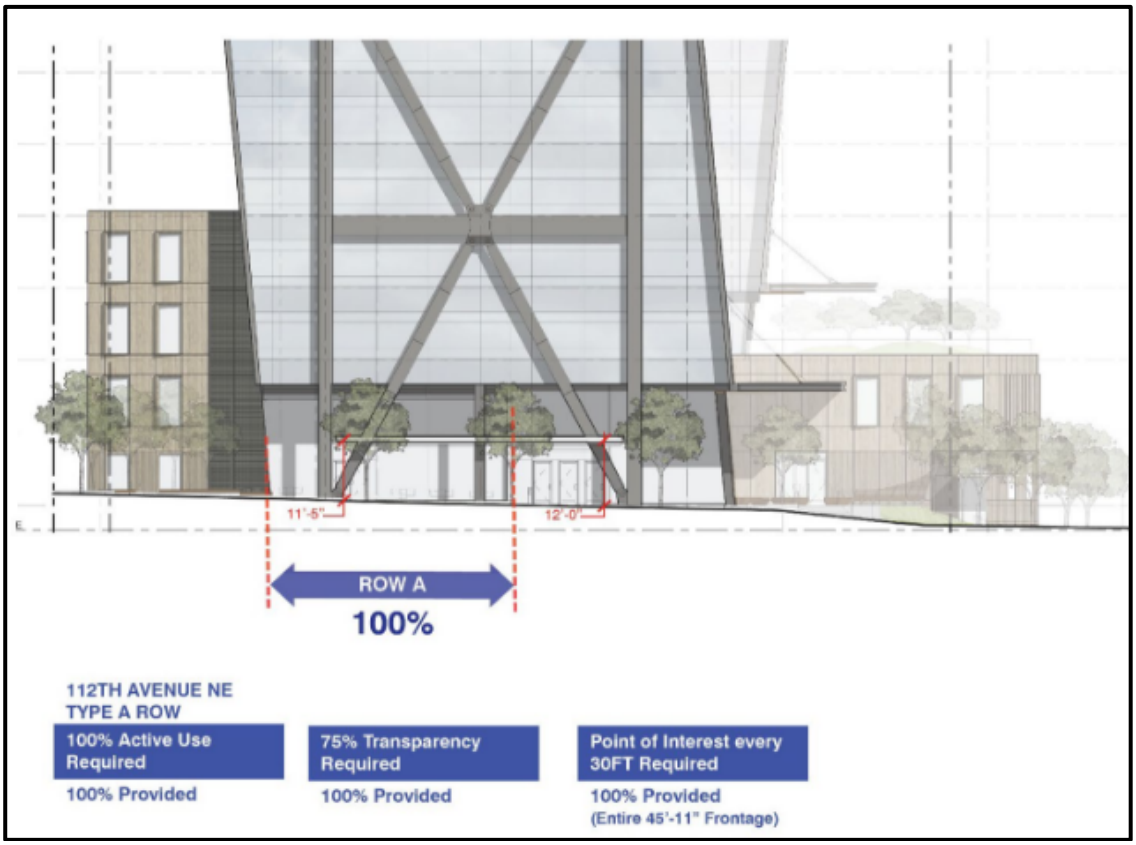
d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis, which has been provided by the TENW Request for Parking Modification Technical Memorandum. This report provides data on the project's anticipated parking demand and meets the code requirements for a parking demand analysis.

4. **"A" RIGHT-OF-WAY DEPARTURE:**
The applicant requests an administrative departure from the standards in LUC 20.25A.170.B.1 in order to exempt an active use space along 112th Avenue NE. Only the area directly in front of the active use space is required to meet the 'A' ROW guidelines in order to be exempt from FAR calculations. Although strict application of these guidelines cannot be met directly in front of the active use space because the project does not meet the build-to line, the design as proposed still meets in the intent of each guideline. An "A" ROW requires 75% transparency, 75% weather protection, and points of interest every 30 linear feet. The project proposes an active use space that provides 100% transparency, is weather protected by the buildings colonnade and also provides points of interest along the entire 112th Avenue NE building façade, not just directly in front of the active use space.

112th Avenue NE Transparency Design



Departure Decision Criteria:

a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Response: The City's Comprehensive Plan encourages superior design that improves the public realm. The design with departure does this by extending the public space of 112th Avenue NE into the property via the proposed outdoor plaza

and colonnade area. Planting, lighting and seating elements further enhance the sidewalk experience beyond the build-to line, while still providing weather protection over the required public sidewalk area. The entirety of the west façade of the active use space has floor to ceiling vision glass, optimizing the transparency to the public sidewalk and outdoor plaza spaces. The design advances policies S-DT-35, UD-28 and S-DT-35.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The design with departure meets the intent of the "A" ROW guidelines for transparency, weather protection and points of interest even though the building is pushed back from the build-to line.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The design with departure is consistent with the Comprehensive Plan and the intent of the Land Use Code. The proposed location of the building on the site where it does not meet the build-to line are the minimum necessary to accommodate open space and maintain the building architecture. The extent of weather protection proposed provides a significant amount of shelter where pedestrians are likely to be walking, waiting for transit and gathering. The entirety of the north, west and southern facades at the ground plane, including the active use space have floor to ceiling vision glass, optimizing the transparency to the public sidewalk and outdoor plaza spaces.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

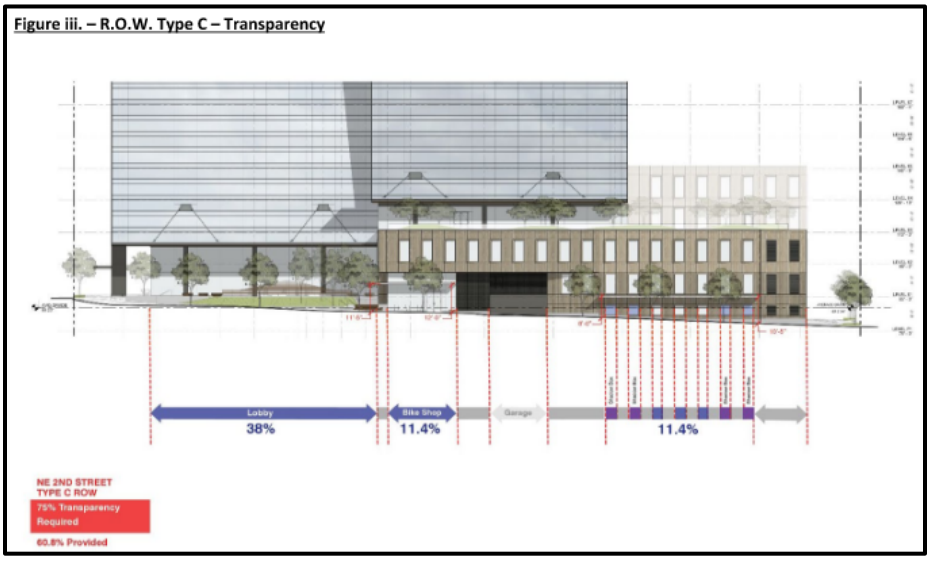
The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

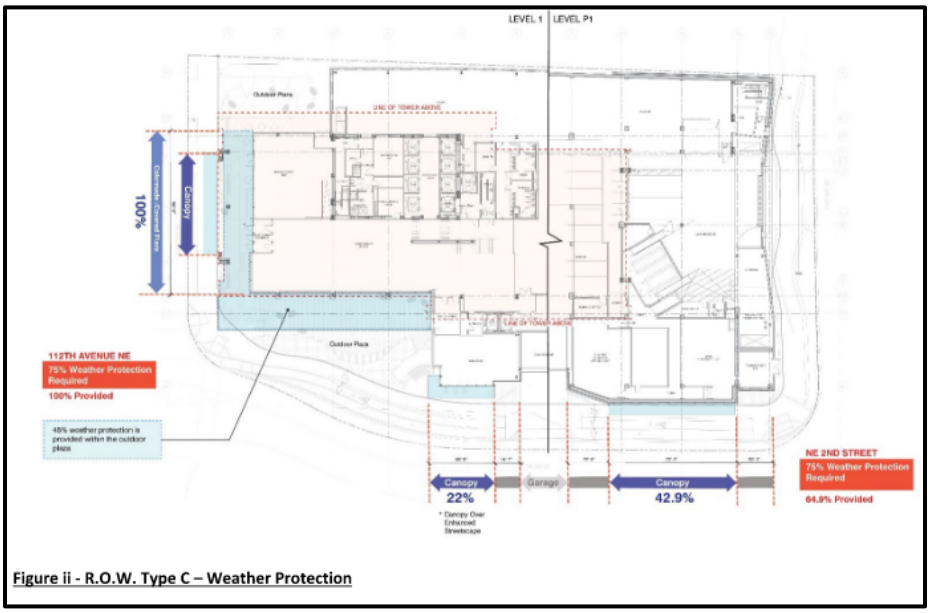
Response: The design as presented still meets the intent of each "A" ROW guideline, even though the building is pushed back and does not meet the build-to line.

5. "C" RIGHT-OF-WAY DEPARTURE:

The applicant has requested an administrative departure to depart from standards in LUC 20.25A.170. B.3.b for 112th Avenue NE and NE 2nd Street, which require 75% weather protection, points of interest every 75 linear feet and 50% of the street wall incorporating Active or Service Uses. The applicant has requested a Build-To Line departure to push the building back along 112th Avenue NE and NE 2nd Street to allow for a generous outdoor plaza and an enhanced streetscape area. Therefore, the proposal would not meet any of the required right-of-way standards because the building is not located at the build-to line. However, the proposal will still meet the intent of each of these guidelines along both street frontages except for transparency (60.8% in lieu of 75%) and weather protection (64.9% in lieu of 75%) on NE 2nd Street.

NE 2nd Street Weather Protection/Transparency Diagrams





Departure Decision Criteria:

a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

Response: The Comprehensive Plan encourages public open spaces in major developments along with other elements which promote an attractive and functional pedestrian environment. The design with the departure as presented does this by signaling discrete building entrances, provides generous open plaza spaces, seating, art, weather protection over sidewalk areas, a large, covered colonnade, landscaping and other inviting amenities. An enhanced streetscape along NE 2nd will also provide

weather protection and amenity space as an extension of the public sidewalk. The design of 112th Avenue NE and NE 2nd Street results in a space that is welcoming and inviting to pedestrians and allows for more robust landscaped areas that enhance the experience by pedestrians. The design advances policies UD-4, UD-12, UD-28, UD-48, UD-50 and S-DT-35. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The purpose of weather protection is to ensure a baseline level of protection while balancing superior design and variation in building façade design. The majority of the design along 112th Avenue NE and NE 2nd Street provides this baseline level of weather protection; however, due to the proposed generous open plaza spaces and enhanced streetscape area, some weather protection cannot be provided, and yet, weather protection is still provided beyond the build-to line in these spaces. Transparency is meant to engage the pedestrian to ensure an active and engaged environment, which the design does except for the eastern portion of NE 2nd Street, where building support uses are proposed in order to have the generous open plaza spaces and enhanced streetscape along the remainder of these frontages. Given that the eastern portion of NE 2nd Street is not heavily oriented to pedestrians, due to the I-405 freeway next to this site, the proposal still meets the overall intent of the land use code in provide an activating and weather protected pedestrian environment for the remainder of the more heavily oriented pedestrian frontages for the project.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The design with departure is consistent with both the Comprehensive Plan and Land Use Code as noted above and is the minimum necessary to accommodate the design as proposed. The extent of weather protection provides a significant amount of shelter where pedestrians are likely to be walking, gathering or waiting for mass transit. In addition, per LUC 20.25A.170.A.8.b.i, above grade parking structures are exempt from providing 20' of commercial activity on the first and second floors, and while the building adjacent to the eastern portion of NE 2nd Street is for above grade parking and building support uses, there will still be windows/shadow box openings, or comparable vitrines or window-boxes where appropriate, into this area of the building to provide interest.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

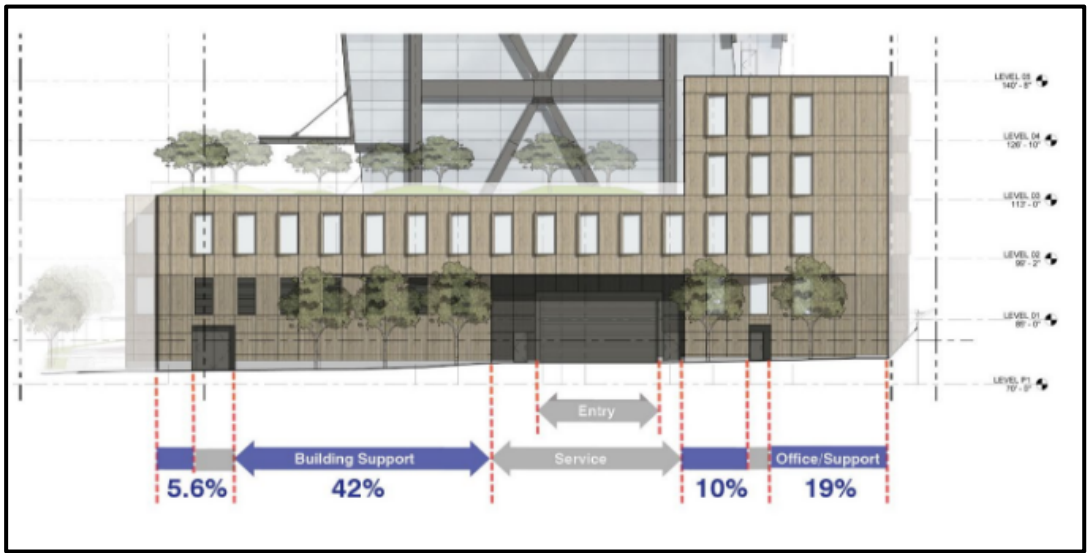
The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: The proposed design meets the criteria for the departure, as listed above. There are no specific additional departure requirements in the LUC for transparency and weather protection.

6. **"D" RIGHT-OF-WAY DEPARTURE:**
The applicant has requested an administrative departure to depart from 'D' right of way standards in LUC 20.25A.170.B.4.b for the 114th Avenue NE frontage, which require no more than 25% blank façade (transparency), weather protection along 50% of the building frontage and points of interest every 90 linear feet. A departure has been requested to increase the amount of blank wall on this façade to 67.7% in lieu of 25% and deviate from providing points of interest every 90 linear feet. This is primarily due to the building service functions including loading/refuse, maintenance, transformer access etc., being located within the building along this frontage, along with a topographic change from north to south, and the inclusion of a new multi-modal path adjacent to the building.

The proposal is exempt from providing weather protection along this frontage per LUC 20.25A.170.B.4.b.ii. While the design doesn't strictly comply with points of interest every 90 linear feet, there is still a change in building design materials, modulation of the building to accommodate the service entry, as well as the new multi-modal path proposed along this frontage. Adding to the complexity is the need to maintain an existing PSE pole adjacent to the roadway that cannot be relocated. 'D' rights of way have a low orientation to pedestrians and in this case the emphasis is placed on the new multi-modal path along this frontage in lieu of transparency and points of interest.

114th Avenue NE Façade Diagram



Departure Decision Criteria:

a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and**

Response: The Comprehensive Plan encourages superior design that improves the public realm. Inclusion of a new multi-modal path to further enhance the Lake Washington Bike Loop path is an outcome contemplated in the City's Pedestrian and

Bicycle Transportation Plan. In addition, by providing outdoor plaza space along the west and southern frontages of the project, this results in the 114th Avenue NE frontage supporting building service uses and refuse/recycling collection accessible from the public right of way. Overall, this design will still enhance the experience of pedestrians and cyclists along this frontage with close access to bike support and active use spaces. The design advances policies UD-1, UD-4, UD-12, S-DT-35 and S-DT-163.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Response: The intent behind limiting the amount of blank facades and providing points of interest on a 'D' right of way is to engage pedestrians while on the public sidewalk or adjacent right of way. This is really intended for more activating right of ways within the downtown, but not for the edge of downtown adjacent to I-405. While the design doesn't provide the code specified transparency and engaging uses within the building frontage on 114th Avenue NE, it still provides a necessary multi-modal pathway to be extended further north and south along the 114th Avenue NE corridor as development occurs in the vicinity, which will prioritize pedestrian and cyclist's safety in lieu of having this connection on a major arterial i.e. 112th Avenue NE. The multi-modal experience will still be engaging with punched windows/screens/vitrines/window-boxes, façade modulation, landscaping, street trees, lighting and high-quality building materials.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Response: The design with departure is the minimum necessary to achieve consistency with the Comprehensive Plan and intent of the Land Use Code as noted above. Given that the eastern half of the building at street level provides for building service functions, screening these and providing enhanced landscaping, lighting, building modulation and high-quality materials meet the intent of the code while providing a safe, enhanced multi-modal path along this frontage.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: The proposed design meets the criteria for the departure, as listed above. There are no specific additional departure requirements in the LUC for transparency/blank walls and points of interest.

***Finding*:** After review of the six (6) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures are approved as part of this Design Review approval.

VI. Public Notice and Public Comment

Application Date:	July 15, 2020
Notice of Application (500 feet):	August 27, 2020
Public Meeting:	September 2, 2020
Minimum Comment Period:	September 10, 2020

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on August 27, 2020 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A virtual public meeting was held through Zoom on September 2, 2020 and was not attended by the public. During the course of review of the project, one (1) member of the public provided written comments in support of the proposal; the City received one (1) email from King County Metro regarding coordination in maintaining the existing bus stop on 112th Avenue NE in front of the proposal; and at the end of the review process, the City received one (1) written comment that raised concerns with the proposal as it would relate to future development north of the subject site. The applicant provided written responses to the public comment received from the adjacent property owner to the north, and below is a summary of the comments received and the responses provided:

1. Podium Wall/Through-Block Pedestrian Connection: The public comment asserted that the proposed 40' podium wall would block light otherwise available to existing development and potential development, cast shadows on the through-block pedestrian connection along the property line, and conflict with the City's Downtown Design Guidelines. The comment stated that "specifically, we ask the City to require the applicant to update the plans to show the exterior wall openings permitted by code, i.e., either by removing them or, preferably, by moving the podium wall south to a point where the openings are allowed." The City should re-evaluate whether the updated design then complies with the Design Guidelines.

Response: In response to this comment, the applicant explained that the podium was designed to work harmoniously with the surrounding environment, and the north podium is designed to include modulation, detailing, high-quality exterior materials and glazing. Specifically, the height, scale and modulation of the podium is compatible with its existing context (LUC 20.25A.150.A.2.a, LUC 20.25A.150.A.2.d, LUC 20.25A.150.A.2.e); exterior materials proposed for the podium are designed to complement the tower form above and to complement adjacent development (LUC 20.25A.150.A.2.e); and the profile of the podium is also designed to enhance the streetscapes bordering the project. (LUC 20.25A.180.D.2.b.iii.) The applicant also explained that, because there is no land use approval or pending application for the northerly adjacent property, the future conditions on this site are speculative. The applicant also provided an alternative design for the podium north façade, which would replace the operable windows with identically dimensioned and located vitrines or window-boxes, which would create a design solution comparable to the façade treatment with window openings. Finally, the project's compliance with applicable design guidelines and criteria is discussed throughout this Staff Report and established by Attachment A.

2. Sight Distance Triangle: The proposed building will encroach into the sight distance triangle for vehicles exiting out existing driveway to 114th Avenue NE, and a similar conflict could occur in the future if a new roadway is later constructed.

***Response*:** As explained below, the design of the project will maintain the ability of the existing driveway to 114th Avenue NE to meet both pedestrian and vehicular sight lines per Bellevue's Transportation Design Manual. The project is required to maintain both pedestrian and vehicular sight distance lines as required by the Bellevue's Transportation Design Manual for the existing driveway connection located north of the project site. **Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements & Civil Engineering Plans.**

VII. Technical Review

A. Land Use/Environmental Health/Noise

1. Construction Noise: While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

   Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. The Director, as outlined in the Noise Control Ordinance, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case-by-case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. **Refer to Section XII for Conditions of Approval regarding Construction Hours and Use of Best Available Noise Abatement Technology.**

2. Garage Exhaust: Exhaust fans blowing air over a sidewalk or publicly accessible area can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or publicly accessible area, prior to the issuance of any Certificate of Occupancy. **Refer to Section XII for Condition of Approval regarding Garage Exhaust.**

B. Transportation

There is one existing building on the parcel consisting of 50,198 square feet of office that will be demolished and replaced. The new project will consist of a podium and one office tower. This single building will consist of 400,000 square feet of office, 1,500 square feet of retail, and 1,500 square feet of fast casual restaurant uses.

The project is located within a quarter mile from the nearest future light rail station to the south on 112th Avenue NE, south of Main Street, and within ½ mile of the downtown transit center and light rail station to the northwest on 110th Avenue NE and NE 6th Street. The project's east frontage is on 114th Avenue NE which is a section of the Lake

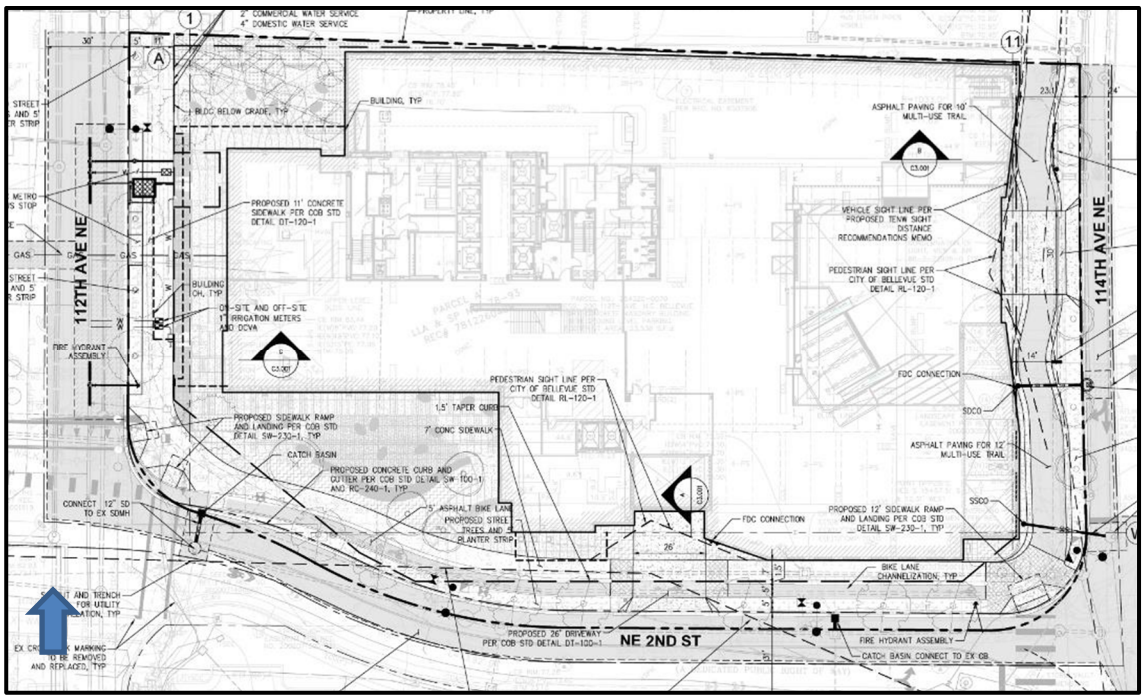
Washington Loop Bicycle route. The project's south frontage on NE 2nd Street is an east-west bicycle route per the 2009 Pedestrian Bicycle plan. Both facilities are separated from vehicles and provide a high comfort facility for all ages and abilities that is appropriate for the downtown and transit-oriented neighborhood.

Multimodal Site Access

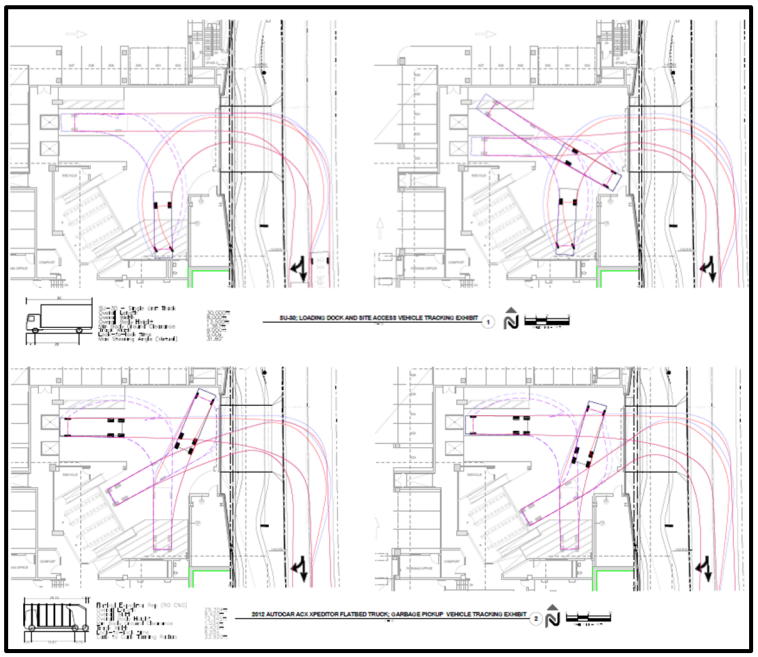
Vehicle and Loading Access

Access to the current businesses on the site are provided by two existing driveways; one on 112th Avenue NE and one on NE 2nd Street that will be removed.

Access will be provided to the building's underground garage from a driveway midblock on NE 2nd Street. This driveway will be restricted to right-in and right-out only, no left turns will be allowed into or out of this driveway. The City has committed to review a future proposal by the property owner to remove turning restrictions when the street realignment is completed, and the center turn lane and new signal are present.



Loading needs, including garbage and deliveries, will be provided from a second driveway on 114th Avenue NE. This driveway will only serve a loading facility with no access to the underground garage for passenger vehicles. This loading facility has been evaluated with AutoTURN to ensure that it will allow all loading to take place on site. The project will be required to keep the internal turnaround facility clear so that deliveries and refuse vehicles can turn around with the building. Backing into or out of the loading bay across the multi-purpose path and into the public road is not allowed.



Refer to Section XII for Conditions of Approval regarding Vehicular Access Restrictions, Provisions for Loading, Transportation Infrastructure Improvements and Civil Engineering Plans.

Pedestrian and Bicycle Access

To provide a safe crossing treatment for pedestrians and bicycles at the NE 2nd and 114th Avenue NE intersection, the City is planning to install a future signal. This development will be responsible to reconstruct its frontages consistent with the future intersection along with interim improvements that will be in place until the signal is installed. The interim configuration will be an all-way stop T- intersection. The project will remove the existing island adjacent to I-405, will install channelization in the SW corner of the intersection, and install a companion ADA ramp in the SW corner of the intersection.

To improve bicycle connectivity, the project will install a protected west-bound bicycle facility along NE 2nd Street separated from the road by a planter strip and separated from the sidewalk by a concrete wedge buffer. A multi-purpose path will be constructed on 114th Avenue NE separated from the road by a 5-foot wide planter. The multi-purpose path will be continued to the north and south with future development.

North Project Frontage: There is an adjacent property to the north. No transportation facilities or improvements are required along this frontage.

West Project Frontage: 112th Avenue NE has an existing 12-foot wide sidewalk adjacent to five vehicular travel lanes with no planter strip. The existing sidewalk will be replaced with a new 5-foot planter strip and 11-foot sidewalk. No access will be taken from 112th Avenue NE by the project.

South Project Frontage: NE 2nd Street has two existing travel lanes: one eastbound and one westbound. There is no existing sidewalk along the project frontage on NE 2nd Street.

The project will provide road widening to accommodate the future 3-lane section. This project will provide half of the width for the third lane with the development project on the south side of NE 2nd Street, providing the remaining half lane width. The project will be installing a protected 5-foot wide westbound bicycle facility separated from the 7-foot wide sidewalk by a 1.5-foot wide wedge. The bike facility will be paved in HMA while the sidewalk will be concrete. This change in materials along with pavement markings and the grade separation provided by the wedge are to provide separation between the pedestrian and the bicycle. The project will also be installing a 5-foot wide planter strip to provide separation between the vehicular travel lanes with the non-motorized bicycle and pedestrian facilities. The development project on the south side of NE 2nd Street will construct the eastbound bicycle facility to compliment this project's westbound facility.

East Project Frontage: 114th Avenue NE is part of the Lake Washington Loop bike route as well as Bellevue's bike network. Due to the proximity of Interstate 405 and the limited width available at the NE 4th Street and Main Street overcrossings of 114th Avenue NE, a separated multi-purpose path has been designated on the west side of the street to provide bicycle and pedestrian facilities on this street. The project will be installing the

12-foot wide multi-purpose asphalt paved path with 2-foot wide paved shoulders adjacent to the planting strip along this frontage. The multi-purpose path will be allowed to narrow to a minimum width of 10-feet with 2-foot shoulders on both sides for a short distance adjacent to a utility pole used to span I-405.

Intersection of NE 2nd Street and 114th Avenue NE: The project will demolish the existing island next to I-405 to allow for all way stop T-intersection configuration. This will be an interim condition until future development and/or a City project which installs a traffic signal at this intersection. An all way stop, and future traffic signal will provide a crossing treatment for pedestrians and bicycles that matches that of the provided protected facilities on 114th Avenue NE and NE 2nd Street. The project will also install a new wide ramp on their intersection corner and new ADA compliant companion ramp in the SW corner of the intersection.

Intersection of NE 2nd Street and 112th Avenue NE: The project will extend bicycle markings through the intersection to connect into an existing buffered bicycle lane on NE 2nd Street and install the necessary bicycle signals at the intersection. The project will also reconstruct their intersection corner with ADA compliant ramps and push buttons. **Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans.**

Transit Service Access

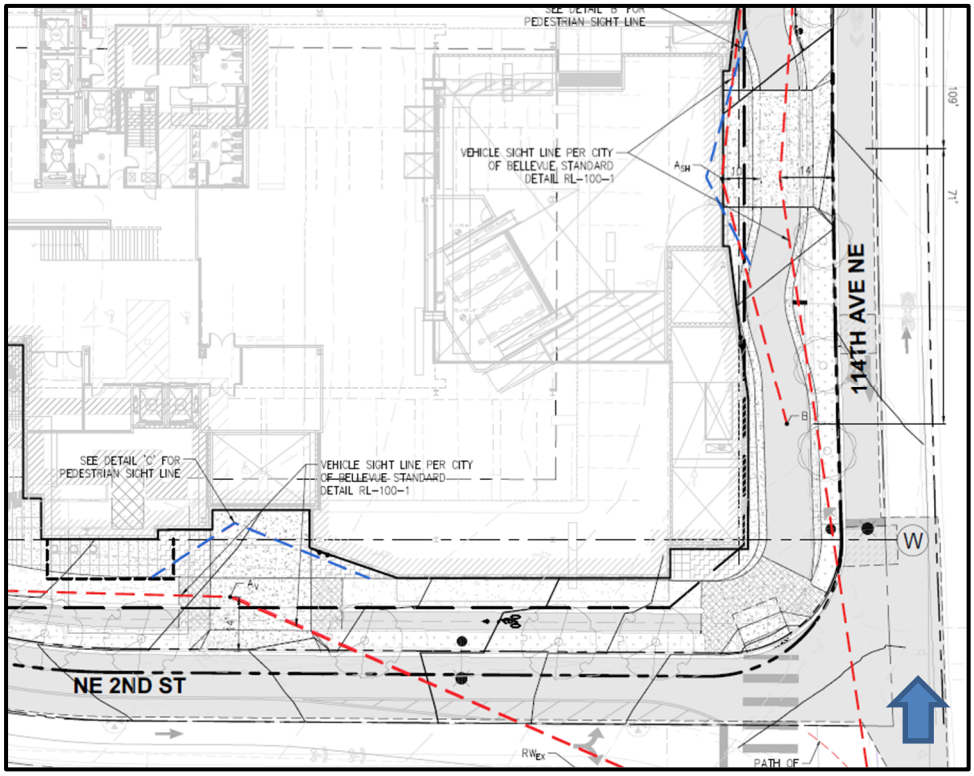
The project is less than a ¼ mile from the Sound Transit East Main Light Rail Station. The project is also approximately a ¼ mile from the Sound Transit Downtown Bellevue Light Rail station and transit center with bus service. Sidewalk access is available to both of these transit facilities.

The project also has an existing bus stop on 112th Avenue NE serving multiple transit routes. The project will be required to install a bus pad, seating, and weather protection at this location. **Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans.**

Sight Distance for vehicles and pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at the proposed driveway approaches and public road intersection and shown to meet the City's standards. As bicycles will be on the 114th Avenue NE multi-purpose path and that path is located directly next to the building a more conservative 15 MPH sight triangle was used to correspond to speeds that a bicycle is expected to be traveling. The westbound bicycle facility on NE 2nd Street is not directly next to the building so there was not a sight distance concern here and the standard pedestrian sight triangle for the sidewalk was sufficient. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.

In the northeast corner of the proposed project is an existing driveway connection to 114th Avenue NE. The design of the project will maintain the ability of this existing driveway to meet both pedestrian and vehicular sight lines per Bellevue's Transportation Design Manual.



[Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans.]

Street Lighting

Street lighting photometric analysis is required adjacent to the proposed site along 112th Avenue NE, NE 2nd Street, and 114th Avenue NE. The bicycle lane and sidewalk on NE 2nd Street as well as the multi-purpose path on 114th Avenue NE will have additional photometric requirements that will need to be met. New streetlight poles and replacement of existing luminaires with new poles and LED fixtures are required to meet the City's current standards. **Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements and Civil Engineering Plans.**

Transportation Infrastructure

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. **Refer to Section XII for Condition of Approval regarding Street Frontage Improvements.**

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features. Architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

112th Avenue NE street improvements include street lighting that meets Bellevue's Standards, installation of new concrete curb and gutter, a 5-foot planter strip, and ADA compliant 11-foot concrete sidewalk. A bus landing pad per King County Metro standards will be required within the planter strip with seating and weather protection adjacent to the stop at the back of sidewalk.

112th Avenue NE and NE 2nd Street intersection improvements include two new ADA ramps, new ADA compliant push buttons, installation of street lighting that meets Bellevue's standards, installation of new traffic signal pole/mast arm/equipment, and new bicycle signal infrastructure for the protected westbound bicycle lane. The new signal equipment includes new push buttons and push button poles to be ADA compliant for the new ramps. This also includes installation of a new pole, mast arm, and all new appurtenances on the pole.

NE 2nd Street improvements include street lighting that meets Bellevue's Standards, installation of new concrete curb and gutter, a 5-foot planter strip, a 5-foot wide hot mix asphalt (HMA) bicycle lane, a 1.5-foot wide buffer, and a 7-foot wide concrete sidewalk.

NE 2nd Street and 114th Avenue NE intersection improvements include street lighting that meets Bellevue's standards, constructing a new intersection corner with one wide ramp the width of the multi-use path, a wide companion ramp in the southwest corner of the

intersection, removal of the existing island adjacent to I-405, reconfiguration of the intersection into an all-way stop T-intersection, and a mixing zone behind the ADA ramp of a differing color and texture.

114th Avenue NE street improvements include street lighting that meets Bellevue's Standards, new curb and gutter, a 5-foot wide planter, a 12-foot wide HMA multi-purpose path, and 2-foot wide concrete shoulders on both sides of the path. The multi-use path is allowed to narrow to 10-feet at the location of the PSE transmission line across I-405. **Refer to Section XII for Conditions of Approval regarding Building and Site Plans – Transportation, Transportation Infrastructure Improvements and Civil Engineering Plans.**

Transportation Management Program

To reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. **Refer to Section XII for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.**

Easements and Right of Way

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full width of any bicycle facility, sidewalk, and planter strip along the 112th Avenue NE, NE 2nd Street, and 114th Avenue NE.

The applicant shall provide right of way dedication to the back of the curb as needed on 112th Avenue NE, NE 2nd Street, and 114th Avenue NE. **Refer to Section XII for Conditions of Approval regarding Existing Easements and Easements and Right of Way.**

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling, and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Section XII for Condition of Approval regarding Holiday Construction & Traffic Restrictions and Right of Way Use Permit.**

Right-of-Way Hold Harmless Agreement

A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements. **Refer to Section XII for Condition of Approval regarding Below Grade Right of Way Hold Harmless and Indemnity Agreement, Above Grade Right of Way Hold Harmless And Indemnity Agreement and Easements and Right of**

Way.

Pavement Restoration
The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project 112th Avenue NE, NE 2nd Street, and 114th Avenue NE are classified as "Overlay Required."

Any overlay through a pedestrian crossing obligates the project to reconstruct both ramps serving that crossing to be ADA compliant. If the ramps are already compliant no further work is required. **Refer to Section XII for Condition of Approval regarding Pavement Restoration.**

C. Utilities

Storm Drainage
This project will be reviewed under the 2020 Utilities Engineering Standards or those in effect at the time of Land Use permit application.

The project drains to Lake Washington via the Sturtevant Creek Basin. The project is redevelopment as there is more than 35% existing impervious surface. MR #1-9 apply because the total of the new plus replaced hard surfaces is 5,000 square feet or more, AND the value of improvements exceeds 50% of the assessed value of the existing.

The project addresses MR #4: Preservation of Natural Drainage Systems and Outfalls by continuing to discharge stormwater to the same location. The site discharges generally south and east toward the existing storm water conveyance system in 114th Ave NE. A downstream Conveyance System Analysis and design will be required with the Utilities submittal package. Upgrades to the downstream conveyance system or additional onsite flow control BMPs will be required if the downstream conveyance system is unable to handle additional flows from this development.

The project addresses MR #5: On-site Stormwater Management will be achieved using on-site Stormwater Management BMPs from List #2 for all surfaces within each type of surface in List #2. Green roofs are proposed as an On-Site Stormwater Management BMP.

MR #6: Runoff Treatment applies based on the COB 2020 Utilities Engineering Standards SSWU Section D1-04.1 but is not triggered because the pollution-generating hard-surface (PGHS) is decreasing from 0.649 AC (existing) to 0.082 AC (proposed) in the threshold area of the project.

MR #7: Flow Control applies based on Figure 1.5 Flow Chart for Determining Minimum Requirements for Redevelopment Projects and is triggered because the total of new plus replaced hard surfaces are greater than 5,000 square feet AND the value of the proposed improvements – including interior improvements – exceed 50% 0f the assessed value (or replacement value) of the existing site improvements. Flow control will be provided by means of green roof that will capture and slow the runoff rate in accordance with code requirements. The project is in the Sturtevant Creek 40/20 Drainage Basin. For modeling purposes, the pre-developed condition may be assumed to be the historic land cover condition.

All unused existing services shall be abandoned back to the main per COB 2020 Utilities Engineering Standards.

Water
The water supply for this project is provided from City of Bellevue owned water mains located on 112th Ave NE and NE 2nd St. Fire lines and irrigation shall be by separate water main connections and services per COB Water Engineering Standards W3-10(C). Any irrigation lines or services are required to provide an approved and certified backflow assembly. Provide a separate Landscape Irrigation Water Budget for private and public irrigated landscape with the water service applications if the respective irrigated area is greater than 500 square feet.

New water services, smaller than 3-inch, will require a water service application (UC permit). Application fees will include permit fees, Regional Capital Facilities Charge and any other applicable fees due at the time of application.

Separate irrigation services are required for public and private landscaping areas respectively. A Landscape Irrigation Budget is required for each type if the irrigated area is 500 square feet or greater.

All unused existing services shall be abandoned back to the main per COB 2019 Utilities Engineering Standards.

Sewer
UA permits (commercial side sewer permits) will be required for each sanitary side sewer connection including modifications.

All unused existing services shall be abandoned back to the main per COB 2019 Utilities Engineering Standards.

Refer to Section XII for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.

D. Clearing and Grading

The Clear and Grade reviewer has reviewed the plans and materials submitted for this project and has determined that the clearing and grading portion of this land use application can be approved. The future Clearing and Grading Permit application for this development must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

E. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings. The Fire Department can approve the Design Review application.

F. Building

Building elevations show window openings in an exterior wall along grid line A, Levels 1 through 4. Openings are not permitted in exterior walls located less than 3 feet from a property line. Protected openings are required in exterior walls located more than 3 feet from the property line, per IBC Table 705.8. If the applicant proceeds with the proposal to have window openings, then the Building Department requires that a No-Build Easement Agreement with the adjacent property owner be submitted and recorded prior to issuance of any building permit.

However, if a No-Build Easement Agreement cannot be obtained from the adjacent property owner, then the applicant would need to remove the openings on the north façade, as indicated in the alternative provided by the applicant as a response to public comment submitted by the adjacent property owner to the north. The north exterior wall must still meet the fire-rating requirements of IBC Table 602 and Section 705. Ducts and air transfer openings are not permitted less than 3 feet from property line.

Refer to Section XII for Condition of Approval regarding No-Build Easement Agreement and associated IBC requirements.

VIII. State Environmental Policy Act (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant**

through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XII of this report.

A. Land Use

Construction Vehicle Pollution: To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Section XII for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

B. Storm Drainage, Water, Sewer

Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Section VII.C above for detailed discussion.

C. Transportation

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of 400,000 GSF of office, 1,500 GSF of restaurant (Fast Casual), and 1,500 GSF of retail. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **Refer to Section XII for Condition of Approval regarding Transportation Impact Fee.**

Mid-Range Impacts and Mitigation

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The 200 112th Avenue NE project will generate approximately 288 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel

forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips.

Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. Upon issuance of the building permit, concurrency is reserved for the life of the building permit as provided for in BCC 23.05.100.E.

Short-Term Operational Impacts and Mitigation
A traffic impact analysis dated April 28th, 2021 was prepared for this project by TENW. The project trips were calculated, and concurrency modeling was determined at that time for use to complete the TIA.

The analysis reviewed the operations of two existing intersections and two new intersections where new public roads are to be constructed:

1. 112th Avenue NE / NE 6th Street
2. 112th Avenue NE / NE 4th Street
3. 110th Avenue NE / NE 2nd Street
4. 112th Avenue NE / NE 2nd Street
5. 114th Avenue NE / NE 2nd Street
6. 118th Avenue SE (114th Ave SE) / SE 8th Street

All intersections remained at LOS E or better with the proposed transportation infrastructure improvements. These include frontage improvements along 112th Avenue NE, NE 2nd Street, and 114th Avenue NE. These also include improvements at the intersection of NE 2nd and 112th Avenue NE as well as intersection improvements at the intersection of NE 2nd Street and 114th Avenue NE.

Future modeling does show an increase in trips on 114th Avenue NE north of NE 2nd with future development. With full development the volumes are shown to be greater than those on NE 2nd Street. To better align with future traffic volumes the intersection of 114th Avenue NE and NE 2nd Street will be reconfigured to a T-intersection with channelization and a traffic signal. The 200 project will partially construct these improvements to provide an interim all way stop T-intersection. The signal will be installed with future development or by a future City CIP project as further development occurs in this area.

To improve pedestrian and bicycle connectivity improvements will be made to the 112th Avenue Ne, NE 2nd Street, and 114th Avenue NE frontages. The project will construct an 11-foot wide sidewalk on the east side of 112th Avenue NE separated from the road by a minimum 5-foot wide planter strip. The project will also construct 7-foot wide sidewalks and a protected bike lane on NE 2nd Street separated from the road by a planter strip. On 114th Avenue NE a multi-purpose path will be constructed to serve both pedestrians and bicycles.

IX. Changes to Proposal Due to Staff Review

A. Site Design

1. The multi-purpose path on 114th Avenue NE and adjacent to the proposed building was designed and reviewed in conjunction with the Transportation Department, as this new multi-purpose path is part of the larger Lake Washington Loop bicycle route along 114th Avenue NE.
2. The NE 2nd Street design interface was designed and reviewed in conjunction with the Transportation Department to provide a buffered bike lane adjacent to this project while still meeting the required street frontage improvements for NE 2nd Street.
3. The layout and design of the proposed public plaza space(s) along the north, west and southwest areas of the site were refined to provide design continuity for this greater outdoor public plaza space, including paving materials, landscaping and seating elements.

B. Building Design

1. No significant design modifications were required of the building design during the review of the project.

X. Decision Criteria

A. Design Review (LUC 20.30F.145)

The Director may approve, or approve with modifications, an application for Design Review if:

1. The proposal is consistent with the Comprehensive Plan.

Finding: Staff has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and Downtown Subarea elements. A few of the most applicable policies are as follows:

- **Urban Design Policy UD-1: Enhance the appearance, image and design character to make Bellevue and inspiring place to be.**
  Finding: The project is located directly adjacent to I-405 and will be a significant new building along the eastern side of downtown, resulting in a new image of downtown from the I-405 vantage point. The site is also located at a bend in the street grid system as NE 2nd Street intersects with 112th Avenue NE, resulting in a visually prominent site as one arrives from the west and the south. Consideration was given in creating a dynamic tower presence that is also elegant, timeless and innovative. The building form reaches up to the sky and yet is anchored at the base into a lush landscape to enforce the City's image of a "City in a Park". The design of

the project will be a welcome addition to the city skyline and provide a unique and memorable active pedestrian zone to 112th Avenue NE.

- **Urban Design Policy UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.**
  Finding: The project incorporates high quality public and semi-public spaces along the western side of the development, which includes a northern outdoor plaza that connects in a linear format down the front of the building to a larger corner outdoor public plaza space at the intersection of 112th Avenue NE and NE 2nd Street. All three of these spaces include generous landscaping, weather protection, invite public use, offer opportunities for public seating, art, active use spill-out zones and allow for flexible programing. By wrapping the outdoor plaza space around the western side of the building, this results in a new activating pedestrian environment that is currently lacking in this area of downtown that will also help to buffer the development from the adjacent 112th Avenue NE roadway.

- **Policy S-DT-48: Provide for a sense of approval to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.**
  Finding: The project is located within an identified gateway zone in the City's Comprehensive Plan. Therefore, the project is designed to enhance the sense of arrival to downtown in a couple of different ways. From I-405, commuters will see a dynamic tower volume activating the east edge of downtown with a densely planted podium expressing the "City in a Park" character. At the vehicular/pedestrian level, a publicly accessible outdoor plaza space surrounding the west side of the development will be visually prominent from both the west and south, and will provide opportunities to engage with the active use spaces at the lower level of the building. By bicycle, the site will serve as a component of the Lake Washington Loop bike path on the eastern side of the development, allowing cyclists to move with ease, yet stop to utilize a bike facility within the building via NE 2nd Street.

For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to Attachment B – 2019 Comprehensive Plan Matrix.

2. **The proposal complies with the applicable requirements of this Code.**
   Finding: The tables and information in Section's III, IV and V of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks and streetscapes, parking, loading, and trash and recycling. Six Administrative Departures have been requested, which include Build-To Line, Compact Parking, Parking Ratio Reduction, A, B and C Rights-of-Way. All six Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment C for Administrative Departure Request Forms.

3. **The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**
Finding: The purpose of the Downtown Land Use Code is to develop the Downtown as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Through application of the Land Use Code, the applicant has addressed the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and criteria as discussed in Section's III, IV and V – including the criteria for all requested administrative departures.

4. **The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.**
Finding: The proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property and properties immediately adjacent to the site. The office tower was sited on the north-east side of the site to provide an openness and access to light and air along the west and south sides of the site. The proposed office development will be the newest addition to the east side of 112th Avenue NE in this part of downtown; however, potential new development projects could be constructed to the north and south of the site, which would include additional office towers. Therefore, the proposed development would be compatible with the future adjacent office towers. In addition, the publicly accessible outdoor plaza space(s) on the north, west and southwest corner of the site will provide opportunities to enhance the livability of Downtown Bellevue, by providing an engaging public outdoor space that will be further activated by the adjacent active use spaces within the lower level of the tower.

5. **The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**
Finding: The proposal site will be served by adequate public facilities, including streets, fire protection and utilities. The subject site currently has access to water, sewer, stormwater and electric services. For further discussion, refer to Section VII – Technical Review in this report.

XI. Decision

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, City Code & Standard compliance reviews, and SEPA, the Director does hereby **APPROVE WITH CONDITIONS** the subject proposal.

XII. Conditions of Approval

The following conditions are imposed on the applicant under the authority referenced:

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES
Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Ryan Miller,	425-452-7915
Transportation Code - BCC 14.60	Ryan Miller,	425-452-7915
Trans. Improvement Program - BCC.22.16	Ryan Miller,	425-452-7915
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Chris Brookes,	425-452-6825
Construction Codes - BCC Title 23	Violeta Tihova,	425-452-4259
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	David Ridley,	425-452-6935
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing via an LY Permit application, two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new construction.

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Laurie Tyler, Land Use Division

3. DESIGN REVIEW MODIFICATIONS

Any modification to this approval shall be processed as either 1) a new decision, or 2) an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Laurie Tyler, Land Use

4. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Laurie Tyler, Land Use Division

5. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Laurie Tyler, Land Use Division

6. ROOFTOP/BUILDING LIGHTING

To ensure that the proposed building and rooftop lighting complements the Bellevue skyline at night, these exterior lighting features shall be adjustable/dimmable so that it remains compatible with existing tower structures.

AUTHORITY: Land Use Code 20.20.522
REVIEWER: Laurie Tyler, Land Use Division

7. PRELIMINARY DESIGN, UTLITY CODES AND ENGINEERING STANDARDS

Utility review has been completed on the preliminary information submitted at the time of this application. The review has no implied approvals for water, sewer and storm drainage components of the project. A Utility Extension Agreement will be required for review and approval of the utility design for sewer, water and storm. The side sewer connection will be reviewed, permitted and inspected under separate multifamily side sewer permits. Submittal of the Utility Extension will coincide with future clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. Preliminary storm drainage review was completed under the codes and standards in place at the time of this application.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Chris Brookes, Utilities

8. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

AUTHORITY: BCC 14.30.060
REVIEWER: Mazen Wallaia, Right of Way

9. VEHICULAR ACCESS RESTRICTIONS

The driveway access on NE 2nd Street will be restricted to right-in and right-out. No left turns into or left turns out of the development will be allowed. This will be achieved through installation of a c-curb, channelization, and signage as specified in the final civil engineering plans for the development.

The City commits to review a proposal by the property owner to revisit if turning restrictions are still needed when the full three lane street section has been constructed. It will be the responsibility of the property owner to provide the City analysis from a licensed transportation engineer as to the merits of removing such restrictions as well as any cost associated with revisions to remove such restrictions if approved. An example of this would be removal or c-curb, removal of signage, and restriping of the roadway.

AUTHORITY: BCC 14.60.150
REVIEWER: Ryan Miller, Transportation

10. PROVISIONS FOR LOADING

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Ryan Miller, Transportation

B. PRIOR TO CLEARING AND GRADING PERMIT:

The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

11. FINAL LANDSCAPE AND IRRIGATION PLANS

a. General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.
b. Any significant modification of these plans will require additional review and approval.
c. Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the building permit set for reference only. Each sheet shall be labeled "**FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT NUMBER XX-XXXXXX-GD FOR APPROVED LANDSCAPE AND IRRIGATION PLANS**".

AUTHORITY: Land Use Code
REVIEWER: Laurie Tyler, Land Use Division

12. STREET TREES AND RIGHT OF WAY/STREETSCAPE LANDSCAPING

a. Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
b. Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
   - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
   - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
c. A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Tom Kuykendall, Parks Department &
Laurie Tyler, Land Use Division

13. SOIL VOLUME

Trees proposed within the site and streetscape planter areas shall be provided the required soil volume, as described within the City of Bellevue Parks Department, Environmental Best Management Practices and Design Standards Manual: https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf Soil volume calculations shall be shown on the plans submitted for a clearing and grading permit.

AUTHORITY: Environmental BMP's and Design Standards Manual
REVIEWERS: Laurie Tyler, Land Use Division
Tom Kuykendall, Parks Department

14. PET RELIEF AREAS

a. The proposal will be allowed to have one pet relief area within the right of way planting strip.
b. The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk.
c. Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewers system.
d. Pet relief areas within the site must drain to the sanitary sewer.
e. Pet relief/dog run areas greater than 200 square feet shall be covered with the floor area draining to the sanitary sewer system, and the roof area draining to the storm system.
f. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2021 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, subsection S3-01.4(B) System Parameters
REVIEWERS: Tom Kuykendall, Parks Department

Laurie Tyler, Land Use Division
Chris Brookes, Utilities Department

15. STREETSCAPE IRRIGATION (RIGHT-OF-WAY AND SITE)

a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.

b. No drip irrigation will be allowed within any City right-of-way.

c. Schedule 40 irrigation pipe is required.

d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.

e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

f. Parks Department Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Laurie Tyler, Land Use Division

16. RIGHT-OF-WAY USE PERMIT

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

a) Designated truck hauling routes.
b) Truck loading/unloading activities.
c) Location of construction fences.
d) Hours of construction and hauling.
e) Requirements for leasing of right of way or pedestrian easements.
f) Provisions for street sweeping, excavation and construction.
g) Location of construction signing and pedestrian detour routes.
h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction

workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 & 14.30
REVIEWER: Mazen Wallaia, Right of Way

17. TRANSPORTATION INFRASTRUCTURE IMPOVEMENTS & CIVIL ENGINEERING PLANS

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, City of Bellevue pedestrian and vehicular sight distance standards, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans.

Transportation Infrastructure Improvements on 112th Avenue Ne, NE 2nd Street, and 114th Avenue NE include the following:

1. 112th Avenue NE

a. Install new concrete curb and gutter
b. Install a minimum 5-foot wide planter strip with the following:
    i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
    ii. Soil preparation and root barrier
    iii. Street trees, ground cover, and landscaping
c. Install a minimum 11-foot wide concrete sidewalk
    i. All new and existing utilities lids within the sidewalk must have non-slip lids installed
d. Street lighting that meets Bellevue's standards at the time of GD permit review.
    i. Installation of poles, arms, and LED fixtures meeting current City standards is required.
    ii. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
e. Convey property rights to the City, prior to grading permit issuance.
    1. Provide Right of Way dedication to the back edge of the curb.
    2. Provide public sidewalk and utility easement for the planter and sidewalk width required per the land use code.
f. Existing bus stop

i. Install bus pads to meet KC Metro standards
ii. Install seating and weather protection adjacent to the bus stop at the back side of the public sidewalk. The public plaza will need to encompass this seating.

g. Intersection of 112th Avenue NE and NE 2nd Street
    i. Reconstruct the intersection corner
        1. Construct two new minimum wide ADA compliant ramps
        2. Install new signal pole and mast arm. All appurtenances and signage on the pole shall be new.
        3. Install new pedestrian heads, poles, and push buttons at the intersection corner. The placement shall be such to meet all MUTCD and ADA requirements.
        4. Install near side and far side bicycle signals for the westbound bicycle facility adjacent to the project.
        5. Install treatment(s) necessary to meet the "Enhanced" intersection criteria of the Downtown Transportation Plan.
        6. Install new channelization, signage, green bicycle markings, and lean rail.

h. The project shall maintain both pedestrian and vehicular sight distance lines as required by the Bellevue's Transportation Design Manual for the existing driveway connection located north of the project site.

2. NE 2nd Street

a. Construct road widening for half of a center turn lane. The remaining half will be provided by the development on the south side of Ne 2nd Street
b. Provide interim channelization including pavement markings for the protected bicycle facility.
c. Install new curb and gutter
d. Install a minimum 5-foot wide planter strip with the following:
    i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
    ii. Soil preparation and root barrier
    iii. Street trees, ground cover, and landscaping
e. Install a minimum 5-foot wide HMA westbound bike lane
f. Install a 1.5-foot wide concrete wedge to separate the bicycle from the pedestrian.
g. Install a minimum 7-foot wide concrete sidewalk
    i. All new and existing utilities lids within the sidewalk must have non-slip lids installed
h. Intersection NE 2nd Street and 114th Avenue NE
    i. Remove the existing traffic island adjacent to I-405
    ii. Reconfigure the intersection to be an interim all way stop intersection.
    iii. Reconstruct the intersection corner on the project frontage to have a wide mixing zone with color and textured concrete. Provide one wide ADA ramp where the ramp width matches the multi-purpose path width.
    iv. Provide an ADA compliant companion ramp.
    v. Provide channelization and signage as required for the all way

stop T-intersection configuration.

3. **114th Avenue NE**
    a. Construct new concrete curb and gutter
    b. Install a minimum 5-foot wide planter strip with the following:
        i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
        ii. Soil preparation and root barrier
        iii. Street trees, ground cover, and landscaping
    c. Install a 12-foot wide HMA multi-purpose path with 2-foot concrete shoulders on both sides of the path. The path may narrow at the location of the PSE pole to a minimum width of 10-foot with 2-foot paved shoulders.
    d. The proposed access locations off this road shall meet Bellevue's pedestrian and vehicular sight distance requirements.
        i. The access location shall meet all City standards.
        ii.
    e. Signage and channelization are required as needed to meet MUTCD, to meet Bellevue Standards, and as directed by the review engineer.
    f. The project shall maintain both pedestrian and vehicular sight distance lines as required by the Bellevue's Transportation Design Manual for the existing driveway connection to 114th Avenue NE.

4. **Signal and Fiber**
    a. Conduit and junction boxes are required along the length of 112th Avenue NE, NE 2nd Street, and 114th Avenue NE. The applicant shall install the conduit and junction boxes while the City will take on the cost of the fiber and the fiber installation.

5. **Right of Way Dedication, Easements, Indemnification**
    a. Right of way dedication is required to the back of the curb and shall be dedicated prior to GD permit issuance.
    b. Sidewalk and utility easement and/or multiuse and utility easement is required from the back of the curb to the back of the sidewalk. Any required easement shall be recorded prior to GD permit issuance.
    c. Indemnification and maintenance agreements are required for shoring and the weather protection. The indemnification agreement for the shoring must be recorded prior to approval of the shoring BV permit. The indemnification agreement for weather protection must be recorded prior to BB permit issuance.

6. **Structures Extending into the Sidewalk and Utility Easement**
    a. No structure may extend into the Right of Way
    b. Underground Parking Garages
        i. Underground garages and building structures may extend under the sidewalk and planter within the sidewalk and utility easement and multi-use easement if the vertical clearance requirements are met.
            1. At the intersections of 112th Avenue NE and NE 2nd Street

and the intersection of 114th Avenue NE and NE 2nd Street a minimum of 20 feet of vertical clearance is required. This is 20 feet of clear dirt between the top of the structure to the top of sidewalk grade. This is required between the PC and PT within the full footprint of the sidewalk and utility easement and or multi-use easement.

2. On 112th Avenue NE, NE 2nd Street, and 114th Avenue NE 12 feet of vertical clearance is required. This is 12 feet of clear dirt between the top of the structure to the top of sidewalk grade. This is required in the easement area between the curb and the back of the sidewalk.
3. A minimum of 2-feet clear is required between the garage and any signal pole and/or streetlight foundation.

c. Balconies, Weather Protection, and Building Extending Over the Sidewalk and Utility Easement.
    i. No balcony or any part of the building may extend over the public sidewalk and planter within a 60-foot vertical zone upon the sidewalk and utility easement or multi-use easement.
        1. An exception is removable weather protection. This may extend over the sidewalk into the sidewalk and utility easement or multi-use easement.
            a. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
            b. Weather protection must meet Transportation's vertical clearance requirements.
            c. Weather protection shall be located at least 9 feet above the sidewalk grade and designed/constructed to be removable.
        2. An exception is on 114th Avenue NE where the building may cantilever out over the 2-foot shoulder of the multi-purpose path nearest to the building and one foot over the multi-purpose path as shown in the plans.

7. The Americans with Disabilities Act (ADA)

a. ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations. All new and existing junction

boxes shall have non-slip lids installed. All new and existing junction boxes shall have foundry applied non-slip lids within the public sidewalk.

ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

8. No soil nailing or shoring is allowed under a street right of way or sidewalk/utility easement or multi-use easement without an indemnification agreement that protects the city.

9. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.

10. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground, except the PSE transmission line across I-405.

11. A dedicated channelization and signage plan is required.

12. Pedestrian and vehicular sight lines shall be met.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Ryan Miller, Transportation

18. BELOW GRADE RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT

A right-of-way hold harmless and indemnity agreement for soil nails or other shoring objects permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance.

AUTHORITY: BCC 14.30.160
REVIEWER: Ryan Miller, Transportation

C. PRIOR TO BUILDING PERMIT:

The following conditions are required by City Code. Unless otherwise specified below, these conditions must be complied with on plans submitted with the <u>Building Permit application:</u>

19. EXTERIOR BUILDING LIGHTING

All exterior building lighting shall include cut-off shields that prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Laurie Tyler, Land Use Division

20. GARAGE EXHAUST

Provide certification by a noise consultant or mechanical engineer that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Laurie Tyler, Land Use Division

21. COMMERCIAL VENTING

To further protect the environment, the applicant shall be required to direct all venting away from pedestrian areas and gathering spaces either to the roof or non-gathering space locations. This will reduce the opportunity of malodorous odors from encroaching into the pedestrian activated areas and any private amenity terrace areas.

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Laurie Tyler, Land Use Division

22. COMPACT PARKING STALLS

All compact stalls shall be shown on the building plans and shall be marked as such on each stall. Compact stalls may not exceed 65% of the total number of stalls.

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Laurie Tyler, Land Use Division

23. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 112th Avenue NE and NE 2nd Street, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.30F.145, 20.25A.170
REVIEWER: Laurie Tyler, Land Use Division

24. GARAGE ENTRY

Garage entries on NE 2nd Street and 114th Avenue NE shall be treated to screen the inside of the garage entries when open from the adjacent sidewalk, including the ceiling of the garage entry. This may be achieved by incorporating a similar material, color and overall aesthetic as the exterior of the podium, or a different material applied inside. The treatment shall be reviewed and shown on the building permit plans.

AUTHORITY: Land Use Code 20.25A.170 and 20.25A.180
REVIEWER: Laurie Tyler, Land Use Division

25. MECHANICAL EQUIPMENT

a. Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, AND
c. The equipment on the roof will be painted to match the roof to further screen from above.

AUTHORITY: Land Use Code 20.20.650, 20.25A.130
REVIEWER: Laurie Tyler, Land Use Division

26. NO BUILD EASEMENT AGREEMENT

If the applicant proceeds with the proposal to have window openings in an exterior wall along grid line A, Levels 1 through 4, then a No-Build Easement Agreement with the adjacent property owner on the north side of the site is required to be submitted prior to issuance of any building permit. The No-Build Easement Agreement must be recorded with the King County Recorder's Office. If the applicant does not provide window openings, and instead replaces the openings with vitrines or window-boxes, then a No-Build Easement would not be required but the exterior wall must meet the fire-rating requirements of IBC Table 602 and Section 705. Ducts and air transfer openings are not permitted less than 3 feet from property line.

AUTHORITY: IBC Table 705.8
REVIEWER: Violeta Tihova, Building Division

27. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Removal of existing buildings will be eligible for impact fee credit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
REVIEWER: Ryan Miller, Transportation

28. BUILDING AND SITE PLANS – TRANSPORTATION

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
REVIEWER: Ryan Miller, Transportation

29. EXISTING EASEMENTS

Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

30. EASEMENTS AND RIGHT OF WAY

The applicant shall provide easements to the City such that sidewalks, planters, bicycle facilities, and multi-purpose paths outside of the City right of way along the property frontage are located within an easement area to the City.

The applicant shall provide right of way to the City as needed to the back of the curb on the public 112th Avenue NE, NE 2nd Street, and 114th Avenue NE.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

31. TRANSPORTATION MANAGEMENT PROGRAM
The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070.

AUTHORITY: BCC 14.60.070; 080
REVIEWER: Ryan Miller, Transportation

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with <u>prior to issuance of the any Certificate of Occupancy:</u>

32. PUBLIC ART AMENITY VALUE
The applicant is committing to providing public art with an appraised value of at least $186,500.00 to earn 7,460 FAR amenity bonus points as shown on sheet G-011B. The art must meet the design criteria for "#12 Public Art" in Chart 20.25A.070.D.4 as well as the design guidelines for integrating artistic elements per 20.25A.170.A.5. The art location on the site, its design and its function, must be coordinated between Land Use and Community Development's Arts Program Coordinator and the applicant team, including the artist and project designer's, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – 20.25A.170.A.5
REVIEWER: Laurie Tyler, Land Use Division

33. DOCUMENTATION OF WATER FEATURE VALUE
Prior to Certificate of Occupancy, the applicant shall provide documentation of the cost or appraised value of the water feature as shown on Sheet G-011B, **<u>FAR Amenity Bonus Points Required</u>**, and discussed in section III.B.2 of this report.

AUTHORITY: Land Use Code 20.25A.070.D
REVIEWER: Laurie Tyler, Land Use

34. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING
The applicant shall record a copy of the following project documents with the King County Recorder's Office:

- FAR Amenity Bonus Point Calculations;
- Documentation of the Public Art and Water Feature Values
- A corresponding black and white site plan/floor plan diagram of all FAR amenity bonus areas, such as outdoor plazas and active use spaces, and their associated square footages;
- A copy of the approved Conditions of Approval for the project.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Laurie Tyler, Land Use Division

35. OUTDOOR PLAZA SPACE

The landscape plans shall include a final detailed design of the Outdoor Plaza Space required for the project to exceed trigger height and to receive FAR amenity bonus points for construction of an Outdoor Plaza. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times.

AUTHORITY: Land Use Code 20.25A.070.D.4(2) & 20.25A.075.A.3
REVIEWER: Laurie Tyler, Land Use Division

36. PROJECT SIGN DESIGN PACKAGE

The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

The sign package plans, elevations, and/or sketches shall include but are not limited to:

1. Location
2. Illumination
3. Color and Materials
4. Design

Design review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application. There are no implied approvals of the sign package provided as part of this application.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Laurie Tyler, Land Use Division

37. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

38. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department an executed landscape maintenance assurance device (Assignment of Savings, Letter of Credit, or Bond) for a one-year period equivalent to 20% of the cost of labor and materials for all of the required landscaping. The assurance device will be released upon inspection by Land Use at the end of the one-year period.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

39. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

40. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including streetlight and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing streetlight and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground, except the PSE transmission line across I-405. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual Sections; and Transportation Department Design Manual Standard Drawings.
REVIEWER: Ryan Miller, Transportation

41. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be completed. NE 8th Street and 108th Avenue NE are both grind and overlay streets.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Ryan Miller, Transportation

42. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: BCC 14.60.070, 14.60.080
REVIEWER: Ryan Miller, Transportation

43. ABOVE GRADE RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT

A right-of-way hold harmless and indemnity agreement for awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to shoring permit issuance. A right-of-way use permit may be required for these elements.

AUTHORITY: BCC 14.30.160
REVIEWER: Ryan Miller, Transportation

Attachment A

2019 DOWNTOWN DESIGN GUIDELINES
200 112th Ave NE Bellevue

Permit #20-111596-LD

Provide a written response to each Standard/Guideline.

Refer to Land Use Code (LUC) for complete wording and requirements at:

http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html

LUC GUIDELINE	NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET

LUC 20.25A.150 - CONTEXT

Relationship to Height and Form of Other Development – LUC 20.25A.150.A

2. Guidelines

a. Architectural elements enhance area's overall character
b. Locate building away from lower intensity land us districts
c. Minimize off-site impacts
d. Incorporate architectural elements proportionate to size of building
e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings.

Response:

a. This project enhances the east edge of downtown by providing new active uses, a public plaza, and a building that is dynamic in form, visually engaging and adds to the character of Downtown Bellevue when being viewed from I-405. Furthermore, the aforementioned project components will greatly enhance the experience of 112th Ave which is currently vehicle-centric with little relief for the pedestrian realm.

b. With the DT-MU Zone to the west, the narrower side of the tower, active use zones, and plaza are oriented in that direction. This ensures that to the greatest extent possible that this development will not negatively affect that zone of lower density.

c. The tower and podium are located to maximize solar access to the public plaza, and ensure light, air and view access is maintained for existing buildings.

d. Podium elements remain at the scale of the human and pedestrian, with high quality materials, active uses and a welcoming public plaza. The tower, though engaging at all scales, has architectural features to serve as a marker when viewed from afar, punctuating the east edge of downtown.

e. Scale reducing measures at the plaza and south podium create a comfortable pedestrian experience along 112th Ave, while the dancing tower massing acknowledges its position along I-405 as an iconic form upon arrival to Downtown Bellevue.

Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B

2. Guidelines

a. Preserve & maximize solar access
b. Enhance user's experience of adjacent public open space
c. Promote use and accessibility of publicly accessible open spaces through site and building design

Response:

a. Having a south-facing open space provides the most ideal orientation for the public amenity. The tower was pulled to the north and the west to ensure that natural light could reach deeper into the block.

b. There are currently no adjacent public open spaces on this portion of 112th Ave, but there are potential future developments and park plans that will create linkages to and from our site in almost all directions. With the location of the open space at the corner of 112th Ave and NE 2nd, it would serve as a crossroads between pedestrians moving between light rail stations to the north and south, and the east-west connection of NE 2nd to other planned public open spaces and parks.

c. The open spaces of the project flow directly off the sidewalks of 2nd Street NE and 112th Avenue, providing welcoming, easy access to the plaza spaces for the general public. The building setbacks along these frontages create a diversity of linked spaces which allow each visitor to find their ideal spot – whether it is quiet in the shade of the north, an active sun-soaked perch in the south, or a covered colonnade with seating in which to wait for a friend or the bus – needs of multiple users and user types are facilitated by the composition of site and building elements.

From within the building, all public spaces are visually accessible and act as extensions of each interior space. The primary building entry focuses activity through the colonnade, while the south plaza has direct access to and from the building lobby and, at its perimeter, the bike room along 2nd Street. The north plaza's quiet aspect is added to by limiting direct physical access from within the building, creating a calm eddy in the urban open space network.

Relationship to Transportation Elements – LUC 20.25A.150.C

2. Guidelines

a. Create logical connections

b. Coordinate service and parking access

Response:

a. For vehicular traffic, I-405 is our ally in providing visual and literal connections between the site and supporting transportation networks. Prominently located on the east edge of downtown, this building will be easily identifiable, and with the NE 4th Street exit at the end of the block, navigating to the site will be a relatively simple task.

For the mass-transit user, the project is located less than a quarter mile from the two new Bellevue light rail stations, and two bus lines that have stops on the same block as the project. Arriving to the site, the tower holds the edge of the build-to-line and is visible from the street. The public plaza wraps the corner of 112th and NE 2nd and active use zones in the building and provides visual cues for commuters walking to the site from these services.

b. Service and loading access is located to ensure that the functions of these uses will not negatively impact transportation flows around the site. Predominately a service road, all loading and trash will be managed via a building entry along 114th Ave. The parking entry on Ne 2nd is pulled to the center of the block allowing for proper queuing at the entry

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

a. This project falls within a zone highlighted for "Gateway Opportunities" in the comprehensive plan. From the east looking over I-405 into downtown, the strong visual character of the tower massing, revealed structural braces and glassy building envelope will signal a change in scale and building type, creating the visual cue that one has arrived to Downtown Bellevue.

Backed up against I-405, this project serves as a node more than a gateway from a pedestrian perspective. It punctuates the east edge of downtown for those arriving to the site along NE 2nd Street and provides a moment of pause for pedestrians moving north-south along 112th.

Siting the plaza on the southwest corner of the project enhances the pedestrian and vehicular experience in both directions by creating a publicly activated zone along two frontages.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

2. Guidelines

a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view

b. Maximize sunlight and sky view in adjacent developments/streetscape

c. Minimize size of shadows & length of time cast on pedestrians

Response:

a. Massing studies were conducted to understand the most logical location for the tower as it relates to site, solar access and building adjacencies.

b. The preferred direction pulls the tower west to the build-to-line and to the north, just off center of the site. This creates space for a prominent open space along 112th with southern exposure, maintains views looking east from NE 2nd, and ensures that the longest face of the tower did not block access to light, air and views for existing residents. The step in the typical tower floor also opens oblique view and light angles, that typical rectilinear towers do not achieve.

c. In addition to the massing efforts taken above, the west side of the building has been raised creating a double-high colonnade which will draw sunlight further into the site and onto the sidewalk along 112th Ave.

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

a. Site Circulation for Servicing & Parking

b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands

c. Pedestrian & Cycling Connections

Response:

a. Parking entry and service zones are located along NE 2nd Street and 114th Ave. The consolidation of these uses to the lower areas of the site allow for their presence to be obscured as much as possible, while also limiting potential conflicts between them and existing traffic circulation and a bus stop location along 112th Ave.

All site servicing, such as loading, trash and recycling will occur from access off 114th Avenue NE. The site slopes from 112th down to 114th, making access in this location most efficient. Additionally, the limited access options from the NE 2nd and 112th Avenue make them less viable. The service functions have been

consolidated via a singular curb cut to lessen impact to the multi-modal path on the east side of the property. All required view triangles are provided and trucks can turn around in the loading dock area.

b. Short term parking for passenger and guest loading will occur on the first level of the garage to reduce impacts on bike, pedestrian and vehicular circulation around the site.

c. The pedestrian and cycling experience are being greatly enhanced on the site. A multimodal path has been accommodated in the development, creating new opportunities for arriving to, leaving from, and moving past the site. Furthermore, the plaza anchoring the southwest corner of the project will provide a moment of relief from the 5-lanes of vehicular activity along 112th Ave.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.

Response:

a. The main building entrance is celebrated in its adjacency to the public open space and central location on 112th Ave. A large 10' deep canopy will serve as weather protection and to also signal the main entry to the building's lobby. Further clarifying the main entry location, subtle massing shifts and framing details at the entry vestibule will separate it from other active uses around the podium.

Open Space – LUC 20.25A.160.E

2. Guidelines

a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
b. Orient gathering places & walkways toward parks & open space
c. Include elements that engage the natural environment
d. Locate building to take advantage of adjacent open spaces
e. Create attractive views & focal points
f. Use open space to provide through-block pedestrian connections
g. Encourage year-round use
h. Define and animate the edges of public open space
i. Provide ADA access
j. Provide weather protection
k. Use artistic elements & water features
l. Use high quality, function, & environmentally sustainable design element
m. Maximize safety and comfort
n. Provide electrical hookups & areas for staging events
o. Avoid vehicular activities in open space
p. Employ decorative lighting

Response:

a. The project occupies a prominent position at a bend in the road. For those looking east, down NE 2nd, the south plaza landscape visually connects to the podium landscape, which in turn is designed to blend with the verdant hills beyond, making tangible connections to the greater City context. If the park which is planned to the west of our site is implemented, the plaza will play a supporting role in providing green spaces along NE 2nd, and punctuate the east edge of downtown.

b. The open spaces and active uses are massed to support pedestrian traffic north/south through the neighborhood and connect the bike network through the site to planned active bike corridors running north/south on 114th and East/west on Second. The location of the primary plaza space at the southwest corner of the site provides a final landing pad for the anticipated series of open spaces along 2nd Street, ultimately connecting this site to Downtown Park.

c. Lush planting, including a variety of trees, deciduous and evergreen shrubs, grasses and flowering perennials are structured to create a rich and varied plant palette. The warm wood seating and fractured exposed aggregate bring softer organic textures to the hardscapes. The soft forms of landscape planters that form the spaces as well as the patterning of the paving in the north room introduce a contrasting natural language to the site juxtaposed with the crisp finishes of architecture.

d. Plaza spaces are roughly level (along 112th) or perched above (2nd) adjacent roadways to balance a sense of connection with the public realm with a buffered remove from vehicular traffic, all with clear inside/outside relationships to building program. The south plaza space acts as a visual and accessible extension of the lobby, defined by the overhead canopy and the sculptural wood seat, with direct access available between the plaza and lobby. The lower plaza space along 2nd, outside the bike room hosts bike racks and clear access to expand that indoor program. The central room within the colonnade provides seating near the primary building entry which is also available for transit riders. This space coupled with the north plaza create an environment that retail space can spill out into, while also providing a dynamic context to be viewed from within the retail setting. The verdant landscape of the second-floor terrace serves as a focal point within the office footprint, while the third floor terrace offers up layered views from within the building to the landscape of the city beyond.

e. All three rooms feature their own approach to creating attractive views and focal points. The south plaza is composed to be viewed down Second Avenue and from the ROW in general as the beginning of a landscape that continues on the podium, visually connecting to the forested hills beyond. At a smaller scale this plaza features a warm sculptural seat element that acts to both enclose and identify the plaza space. The seat is composed to accent the glittering water feature at the center of the plaza and clearly visible from the ROW. Nighttime lighting highlights this focal composition, adding uplighting of the tree canopy to enlarge the sense of space. The colonnade offers a view to the landing of the big architectural/structural move. Allowing the cross-bracing to land as a clear, clean entry marker. The tree grove of the

north courtyard acts has a scale to both act as an identifier of this space and a buffer to the adjacent property. Night lighting again adds dimension, richness and surprise to this space.

f. N/A

g. Canopies and building overhangs are featured throughout the open space, with primary focus on the covered colonnade, benefitting transit users, and the south plaza canopy extending the use of the south plaza year round.

h. Seating is offered throughout the edges of the open spaces, while a change in paving material from sidewalk to granite and exposed aggregate paving provides clear delineation of the edges.

i. The primary plaza spaces are all wheel-chair accessible.

j. Ample cover is provided in the form of building overhangs and canopies to provide weather protection and promote year-round use.

k. A sculptural wood seat provides a focal point from the lobby and the ROW to give form to the volume of the south plaza. Wood 'pebble' seats spread the warm wood tones throughout the plaza spaces. A water feature forms the glittering centerpiece of the south plaza. The paving treatment across all spaces adds warmth and texture to the ground plane, unifying the spaces in treatment, while addressing differences between the spaces in the approach to jointing.

l. Durable, low-maintenance materials are used for the hardscapes to provide long service life. Native and pollinator supporting plants will be mixed with hardy plants that can hold up against the wear and tear of the urban edges of the project.

m. Throughout the open spaces, safety is a priority with clear sightlines, generally following CPTED principles. Clear site lines are provided into the space from within the building and from the ROW. Planting is focused to be close to the ground plane with a visual break between 30" and 8' above grade, before it extends up to the tree canopy above. High quality even lighting adds to the sense of safety at night. Seating elements are primarily constructed from wood for warmth and comfort.

n. Both north and south plazas allow for staging events. The north plaza allows for more intimate programming, while the south plaza can be fully utilized for events when the water is turned off. Both spaces will have appropriate utility hookups provided.

o. No vehicular activities are planned for the open space. There is bike program adjacent to the plaza along second Avenue that support the interior bike room program.

p. Decorative lighting will be used to unite the plaza spaces, while highlighting the unique characteristics of each space. Uplighting will be employed to highlight tree canopy in both areas, supplemented by a wash of overhead and pathway lighting to provide an evenly lit, legible space. Accent lighting will be provided to highlight the warm of the wood pebble seating. In the south plaza, the sculptural bench will be lit to be a feature both from within the lobby and from the surrounding public ROW. Soft focus tree pattern lighting will provide a subtle texture on the plaza floor, while uplighting within the fountain will add sparkle to the composition. The north plaza has its northern edge highlighted with uplighting of the property line hedge. A series of catenary lights will be strung above the plaza, creating a pedestrian-scaled ceiling to the space, while at night the shape of the bands of light mimic the grain of the pavement jointing adding a sense of surprise and delight in the nighttime setting.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

i. Provide sense of enclosure & comfortable/continuous street edge
ii. Provide transparent windows
iii. Create visual interest on walls
iv. Provide varied pedestrian experience on facades
v. Provide weather protection.
vi. Signs & lighting should complement pedestrian scale
vii. Building edges shall maintain visual & physical connections to the sidewalk

Response:

i. Programmatically, the lower levels of the building are centered on the highly transparent lobby with active use zones adjacent to the plaza on all sides. Outdoor seating opportunities and visual access to and from these zones will create a lively street edge interest throughout the day.
ii. The lobby and retail spaces facing onto 112th and the west end of 2nd are highly transparent.
iii. The walls adjacent to the pedestrian realm will be the same material used in the rest of the podium but will create visual interest by using a textured panel which will receive light differently throughout the day and invite touch and interaction by pedestrians.
iv. Arriving to the site, the public plaza on the corner softens the experience along 112th Ave. The expression of the structural brace on the exterior of the building defines the edge of the site to the west, and large canopy over the plaza sets the scale for the pedestrian realm. The plaza provides a third layer of experience as it remains flat while NE 2nd slopes down to the east. This relationship of being next to, under and then above, all coalesce into a varied pedestrian experience while moving around the project. The addition of a bike lane along NE 2nd and a multimodal path along 114th Ave make this site a dynamic crossroads of user groups, and the team worked to make the site design and building programming engaging for all.
v. See next section for the project's response to weather protection

vi. Pedestrian scale lighting enhances the weather protection in the form of lit canopies. Spill light from plaza lighting adds to the warmth of the frontage. Once a tenant is on board signage will be integrated with the building design at locations that are clear and legible for pedestrians.

vii. In all locations where it is possible, the building edges abut the sidewalk and create connections between the building and pedestrians. This is particularly apparent along 112th Ave and the north side of the public plaza where the primary façade material is low reflectivity glass. There is a vertical change between the sidewalk and the plaza on Ne 2nd, but efforts were made to clearly express entry, circulation, and connectivity from the sidewalk up into this public zone.

2. Protect Pedestrians from the Elements

Guidelines

i. Provide weather protection
ii. Weather protection shall be integral component of façade
iii. Weather protection shall be in proportion to building & sidewalk
*iv. Weather protection shall provide sense of **enclosure** for pedestrians*
v. Use durable materials
vi. Awnings & marquees coordinated with building design
vii. Minimum height of awnings & marquees
viii. Maximum height of awnings & marquees
ix. Pavement below weather protection to provide drainage
x. Weather protection to have horizontal orientation
xi. Weather protection to follow pattern of storefronts

Response:

i. Weather protection will be provided along 112th Ave and Ne 2nd Street
ii. The canopy design is integrated into the structural system of the building and will help reinforce horizontal datums which can be traced around the project.
iii. On the more heavily trafficked 112th Ave and over the plaza the canopies are higher and deeper, and the canopies along Ne 2nd are shallower and lower in response to smaller scaled uses.
iv. Per the last guideline, the change in the canopy size and depth will be proportionate to the use and volumes of use that it will provide coverage for.
v. The canopies will be clad in painted metal with steel structure and integrated lighting.
vi. There are no marquees on this project, but the awnings over the public open space read as an extension of the curtain wall system in the tower façade. The podium weather protection also carries a planar tectonic with a thin leading edge slipping past a lower volume with integrated light. This play of planar elements can be found in the tower where the E-W curtain walls slip past the main volume of the tower.
vii. All canopies adhere to the required minimum height of 8', with all exceeding that height.
viii. All canopies adhere to the required maximum height of 12', with all being below that height
ix. Pavement below weather protection will provide positive drainage away from the building and out from underneath the canopy
x. All weather protection is horizontally oriented along the street frontages as well as along the long side of the public open space

3. Create a Variety of Outdoor Spaces

Guidelines

i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;
ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;
iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;
iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;
v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;
vi. vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;
vii. vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and
viii. viii. Provide pedestrian walkways and courtyards in residential or office development areas.
ix.

Response:

i. The South Plaza is the primary public gathering space for the project. This space is designed to establish a visual 'landing pad' for the sloping NE 2nd St corridor. It is important to create a defined, level, and generous plaza that establishes a sunny, flexible, all-season open space welcoming to the public and office users. In the SE corner of the plaza, to ensure a strong connection to the multi-purpose trail, a curved terraced space with layered seating, steps down to NE 2nd St and embraces an activated building corner housing the projects bike shop and storage. The South Plaza will contain many pedestrian amenities for public use. Adjacent retail and a large overhead canopy will extend plaza use throughout the seasons; an interactive water feature will provide needed ambient noise and

continual visual activation; and multiple types of seating including fixed benches and moveable chairs and tables will occur throughout the space. The largest of which will be a curved, sculptural bench that will contain the south edge of the space; relate to, but also offer contrast with the crispness of the building architecture; and provide a unique visual element for those using the multi-purpose trail. New trees, shrubs and groundcover will be massed to lushly enclose the plaza perimeter and maximize shade, color, texture, seasonal interest, and visual impact

The West Plaza arcade is located along 112th Ave NE along the colonnade created by the projects large, structural 'X' brace. The space has continuous overhead cover enabling year-round outdoor activity. This linear plaza will also have the benefit of borrowing adjacent open space from both the sidewalk corridor and in front of adjacent building, which includes the main lobby entrance and retail frontage programming. In total, the plaza with its additional 'borrowed' width and unified paving and planting material, creates a publicly accessible pedestrian corridor 35 foot wide. Public seating will be located in the plaza and in combination with retail tables, chairs, and seasonal color will fully welcome the pedestrian.

The North Plaza, smaller in size and with a shadier location, is intended to be the more intimate, quiet, and lush plaza of the three. Set back from busy 112th Ave, the woodland grove here offers an introverted contrast to the highly visible south plaza. Throughout the plaza, the soft forms and textures of shade loving trees, shrubs and grasses that reinforce the relaxed tone of the space, accented with wood pebble seats and simple linear benches framing the space. To buffer and separate the proposed mid-block service road planned for the adjacent project a tall buffering hedge will be placed north of the bench. Against the retail volume, providing additional activity in the space, will be spill-out area for adjacent retail.

ii. The everyday use of the open spaces provides a diversity of seating and experience to entice pedestrians for passive use throughout the day. Both north and south plazas allow for staging events. The north plaza allows for more intimate programming, while the south plaza can be fully utilized for events when the water is turned off. Both spaces will have appropriate utility hookups provided.

iii. The Street level Plaza is a linked set of three sub-spaces (south, west and north), all with distinct attributes and amenity that create a diverse but connected pedestrian experience wrapping the western half of the building at street level up to the bike room facing onto 2nd Avenue.

iv. The podium provides a strong backdrop to the landscape setting of the plazas, while active uses and clear visibility between indoors and outdoors promote use of these spaces.

v. At the south plaza, the tree canopy hovers at the outer edge of the building canopy to imply the fourth wall to the space. This canopy hovers over a grassy slope programmed with perennials for a long and active bloom season. The woodland grove of the north plaza marks the space from the ROW while creating a different setting to occupy when seated within.

vi. The south plaza allows for a large continuous open space that can be programmed with larger events, when the water feature is turned off. The north plaza has the flexibility to host small, intimate events for the public, at the scale of a single musician or duo in the park.

vii. The building canopy provides clear shelter that with the addition of an evening lighting scheme extends the use of this plaza into the evening hours. Grade transitions are well-connected to the adjacent sidewalk and the planting scheme supports clear visibility into and through the space, with primarily low plants, a clear space from 30" to 8' above grade and the tree canopy.

viii. Pedestrian access to and through the site is well-connected to the adjacent ROW, with easy, seamless transitions connecting to the 112th sidewalk. Second Avenue has clear stair access up to and through the south plaza..

4. Provide Places for Stopping and Viewing

Guidelines

i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;

ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;

iii. Provide seating adjacent to sidewalks and pedestrian walkways;

iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;

v. Create a sense of separation from vehicular traffic; and

vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.

Response:

i. The design of the public plaza provides for varied seating and viewing opportunities. Multiple types of seating, including wooden 'pebble seats, fixed benches and moveable chairs and tables will occur throughout the space. The largest fixed seating element is a curved, sculptural bench that will contain the south edge of the space, while providing a unique visual element for those using the multi-purpose trail. Seating has been provided along the 112th Avenue frontage, providing comfortable areas to wait for the bus that stops at the corner of this frontage. The north plaza hosts a mix of the pebble seats and linear bench elements, complementing the area where retail is expected to spill out into the plaza with moveable tables and chairs

ii. The pebble seating and linear seating elements are readily accessible for use spilling out from retail within the lobby and the dedicated retail space. It is anticipated that the dedicated retail space will add its own moveable seating to enhance this ease of use.

iii. Seating is provided directly adjacent to the sidewalks of 112th Street and 2nd Avenue. Along the north courtyard and colonnade, seating has been provided to support riders of mass transit. Along 2nd Avenue a series of bleacher seats to accommodate passersby and spill-out from the bike room.

iv. Seating and landings are provided at the threshold to all open spaces, allowing for stopping and viewing the open spaces.

v. With 112th being designated an auto priority street, a planted buffer has been extended the length of the frontage, except where bus loading and unloading will occur, to buffer the open spaces from the street.

vi. Lighting and overhead weather protection are employed to support the gracious wood seating opportunities spread throughout, adding to the inviting nature of the spaces and a broad sense of comfort within.

5. Integrate Artistic Elements

Guidelines

i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;

ii. Use art to mark entryways, corners, gateways and view termini;

iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;

iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and

v. Use materials and methods that will withstand public use and weathering if sited outdoors.

Response:

i. Artwork informs the large and small scale approaches to the varied open spaces, providing continuity, warmth and energy. The large focal gesture is meant for the most prominent corner and takes the form of an elegant sculptural seat wrapping the plaza edge, juxtaposed with a glimmering water feature. The warmth of the wood bench is carried through the rest of the spaces, supported by wood 'pebble' seats and a fractured exposed aggregate paving, coupled with occasional granite accents that continues this organic thread through all spaces.

ii. The wood seat and water feature are composed, with the surrounding tree grove to act as a terminus to the views down Second Avenue, taking advantage of the bend in the roadway to grab the eye. It similarly holds the corner and draws the eye northbound on 112th Street. The tree grove of the north court provides a similar identifying nature on the northern approach down 112th Street.

iii. The expressed tower brace frame in combination with the dancing tower massing provide a unique combination of playful and rigorous forms that will be expressed differently throughout the day. During the day the volumes of each are read as integrated as they intersect one another, and in the evening the frame will be backlit by the interior lighting, and the silhouette of it and the planes of the wing walls will appear independent of one another. In either condition the composition of these two architectural elements will be iconic on the east edge of downtown.

iv. The wood seat and water feature are composed, with the surrounding tree grove to act as a terminus to the views down Second Avenue, taking advantage of the bend in the roadway to grab the eye. It similarly holds the corner and draws the eye northbound on 112th Street. They act to draw people into the spaces from the sidewalk. The tree grove of the north court provides a similar draw into an area of respite from the urban edge of 112th Street.

v. Use materials and methods that will withstand public use and weathering if sited outdoors. The materials of the project are all simple and durable and appropriate for public spaces, from exposed aggregate concrete to granite in the ground plane. Low metal edging defining planter edges and wood and metal fabricated seating. The water feature is cast into the plaza for durability and consistency of the surface around the water.

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;
ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;
iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;
iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;
v. Use lighting to highlight landscape areas;
vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;
vii. Install foot lighting that illuminates walkways and stairs;
viii. Use energy-efficient lighting, such as LED;
ix. Direct bollard lighting downward toward walking surfaces;
x. Provide festive lighting along signature streets on buildings and trees; and
xi. Decorative lighting may be used in open spaces to make the area more welcoming.

Response:

i. All pathways are to be lit to meet code required light levels. Areas with higher light levels will be entries, and outdoor gathering spaces (plaza, courtyard, etc.). Bollards, lighting integrated into canopies, and wall sconces will be used to ensure walkways are lit appropriately.

ii. Façade lighting for the tower will delineate the form and extent of height, while façade lighting at the podium will give the building a nighttime presence via halo lit windows scattered across the façade. Integrating lighting into hardscaping and landscape furniture will help create a welcoming site at night.

iii. Lighting to be concealed and directed appropriately to avoid undesirable glare. Dimmable lighting to be used for the façade where direct view applications of lighting are to be installed. Lighting sources to be specified with correct lighting outputs, with careful attention not to be excessive.

iv. Soft uplighting on trees and planting are planned to give them a nighttime presence.

v. Stake-mounted landscape lights directed at trees and planting to be concealed in planters.

vi. Steplights integrated into stairs and lighting integrated into handrails to illuminate stairs. Building canopies are to have integral lighting to illuminate entries.

vii. Steplights and integral handrail lights to illuminate stairs, while bollards are to be installed at walkways to provide code required light levels.

viii. All architectural lighting planned for the building/site/landscaping is intended to be LED.

ix. Bollards to have sharp cut-off and direct light towards paths to reduce any undesirable glare, and limit light pollution.

x. Façade & Podium lighting, seen from a distance, to have unique character visible at night from the 405. Soft uplighting on trees and planting to give the site a nighttime presence, while backlit feature canopies highlight the building entries along NE 2nd St. and 112th Ave NE.

xi. Select outdoor gathering areas, such as the courtyard & plaza, are to have unique lighting solutions to make the spaces more desirable from the street, and from within the main lobby itself, promoting use of the outdoor spaces in the evenings.

The lighting approach is addressed on several scales, from the urban to the pedestrian. At the urban scale the edge of the north and south curtain walls will be highlighted by a subtle lighting treatment that will emphasize the dynamic form of the building at night but will not flood the neighborhood with excessive light. Under

the tower and within the structure of the feature canopy, recessed lighting will softly cast ample ambient light for pedestrian comfort and to highlight building entry and plaza spaces. Lower in the pedestrian realm and combination of warm feature lighting on trees and other focal areas along the podium, and step lighting will ensure a safe and festive experience for users of the site. In addition to the foundational lighting outlined above, the plaza also houses a lit water feature which will act as active lighting as the water reflects the light into the space.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;
ii. Sign lighting should be integrated into the façade of the building;
iii. Signs should be constructed of high-quality materials and finishes;
iv. Signs should be attached to the building in a durable fashion; and
v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response:

To project design will provide the required signage pursuant to this section of the code, and will be addressed when a tenant is onboarded. See signage diagrams in the ADR drawing set for code analysis regarding signage. (See sheet A-206A & A-206B in the ADR Drawing Set)

8. Build Compatible Parking Structures

Standards & Guidelines

i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
(1) 114th Ave NE;
(2) Through-block pedestrian connections;
(3) Main Street between 112th Ave NE and 114th Ave NE;
(4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
(5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
(6) NE 6th Street between 112th Ave NE and 114th Ave NE;
ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;
iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;
iv. Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;
v. Parking garage floors shall be horizontal to accommodate adaptive reuse;
vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;
vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;
viii. Design shall include vertical expression of building structure that provides continuity with the surrounding development;
ix. Profiles of parking structure floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings;
x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;
xi. Sill heights and parapets shall be sufficient to screen view of automobiles;
xii. Rhythm and spacing of openings should reflect a typical commercial or residential development; and
xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.

Response:

#8 refers primarily to above grade parking structures, please see the description below of the garage, loading entries and its relationship to the site and podium language.

Parking is located predominately below grade on this project, reducing the visual impact of parking on this site. The entrance to the parking is located mid-block along NE 2nd street in an effort to reduce entering and exiting congestion along 112th Ave, and minimize conflicts with the service and loading entry off of 114th Ave. The entry to the garage is also thoughtfully integrated into the rhythm of panels and windows within the podium system, reducing its prominence to the greatest extent possible and providing clear sightlines for vehicles, pedestrians, and multimodal path users alike.

Right-of-Way (ROW) Designations – LUC 20.25A.170.B

1. Pedestrian Corridor/High Streets – ***"A" ROW***

Standards & Guidelines

i. Transparency: 75 percent minimum;

ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest. Every 30 linear feet of the façade, maximum;

iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and

v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.

Response:

Please also see departure request forms.

The only location where the project is required to adhere to the "A" ROW designation is along 112th Ave in front of the FAR exempt active-use zone.

i. We are accommodating 100% transparency in this location

ii. The project provides a combination of a 16' deep double high building overhang above the plaza and a 11' deep 55' long feature canopy over the ROW. The Outdoor Plaza extends along the frontage of 112th Ave NE, weather protection is exempt along street frontage of outdoor plaza.

iii. The entirety of this frontage is adjacent to active use, with an access door 10'-5" from the north plaza and 27'-9" from the lobby entry.

iv. There is no surface parking or vehicular access between the sidewalk and main entrance in this location.

v. Because the required outdoor plaza extends along this frontage the building facade does not abut the build-to line; however, the frontage has 100% active-use.

2. Mixed Streets – ***"C" ROW***

Standards & Guidelines

i. Transparency. 75 percent;

ii. Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest. Every 75 linear feet of façade, maximum;

iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and

v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.

Response:

Both 112th Avenue and NE 2nd Street bear a Type-C classification. The location of the public plaza wrapping the corner of the streets ensures that this street frontage is both active, engaging, and provides relief to the 5-lanes of traffic along 112th. Along both streets the plaza acts as the main focal point but within it are areas of seating, active use, and points of interest. With the adjacency to I-405 and the 114th Ave D-Street, effort was placed in focusing pedestrian energy to the corner of 112th and NE 2nd. A portion of 112th Ave must adhere to "A" ROW guidelines because this area of active use is exempted from the FAR calculations.

Please also see departure request forms for.

<u>112th Ave Ne</u>

i. The façade provides a minimum of 64.2% transparency along 112th Ave, excluding the area designated 'A' ROW.

ii. The design combines a 16' deep double high building overhang above the plaza and a 11' deep 55' long feature canopy over the ROW. The Outdoor Plaza extends along the frontage of 112th Ave NE, weather protection is exempt along street frontage of outdoor plaza.

iii. The entirety of this frontage is adjacent to active use and service use, with an entry door 10'-5" from the north plaza and 27'-9" from the lobby entry which is 21' from the south plaza. This point of interest distribution meets the needs required by this guideline.

iv. There is no surface parking or vehicular access between the sidewalk and main entrance in this location.

v. Because the required outdoor plaza extends along this frontage the building does not abut the build-to line; however, the frontage has a minimum of 53.2% active and service use, excluding the area designated 'A' ROW.

<u>NE 2nd Street</u>

i. The project has a minimum of 60.8% transparency along this frontage.

ii. There is approximately 64.9% weather protection coverage along the NE 2nd Street frontage.

iii. The entirety of this frontage is adjacent to active use, with an access door 10'-5" from the north plaza and 27'-9" from the lobby entry.

iv. There is no surface parking or vehicular access between the sidewalk and main entrance in this location.

v. This frontage has a minimum of 56% active and service uses.

3. Neighborhood Streets – ***"D" ROW***

Standards & Guidelines

i. Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade;

ii. Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest. Every 90 linear feet of façade, maximum; and

iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

Response:

Please see departure request forms for any guidelines that we are not currently meeting

Directly adjacent to I-405 and with the integration of a multimodal path, 114th Avenue NE is a dynamic combination of vehicular and bicycle traffic as well as service uses. We have designed proper sight lines into the architecture that provide a safe atmosphere for all users. Even as the service entry side of the project, façade projections and changes in façade massing create a frontage that is attractive from I-405 but remain at a pedestrian scale.

i. There is 100% building support uses along the 114th Avenue façade. The design incorporates façade modulation, material transitions, and unique architectural features via the textured stone and fenestration at the pedestrian level to provide continuity and interest in the locations where there is required louver. All uses on this frontage are service oriented.

ii. No weather protection is required along this frontage.

iii. This façade will be activated by the primary service entry that is 88' from the intersection to the south and 52' from the north property line.

iv. There is no surface parking or vehicular access between the sidewalk and main entrance in this location.

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;

ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;

iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and

iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

The building design focuses around five main material expressions.

1. The podium employs a natural-colored, porcelain clad curtainwall system with expressive window frames. The play of solid and void in the façade anchors the podium to the site, giving it a sense of weight and permanence.
2. The lobby and active use zones are a highly transparent large format curtain wall system which enhance the visual connection between the interior great room/lobby zone and the outdoor plaza.
3. The dancing north and south tower faces are a simple unitized curtain wall system which is rotated 90-degrees to increase the horizontal expression of the façade. These skins will be more reflective than the east-west facades, reducing the appearance of the spandrel panels at each floor and increase comfort of those inhabiting the building.
4. The east-west faces are a similar system but use more transparent glass and have a shadow box at the spandrel locations to increase the visual of depth of the system.
5. The final component of these buildings are the featured structural braces that slip past the outside face of the east and west tower facades. These braces act to stitch the tower and the podium together and give pedestrians the opportunity to engage with an impressive structural component of the building.

i. See descriptions above

ii. See descriptions above

iii. See descriptions above

iv. The stayed material palette intentionally reduces the number of color and detail variables to create a clear and cohesive kit of parts. For example, ground level and tower curtain wall components will use the same color so even as the details scale up, there will be a continuity of expression between glass and mullion. Similarly, the porcelain cladding and the window frames will be the same material to express the concept of mass and permanence, while a textured version of the same material will increase shadow play at ground level. Metal panel and louver conditions will form another relationship as they recede into the background of the overall building composition but provide locations to provide for the building's mechanical needs.

2. Provide Interesting Building Massing

Guidelines

i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;

iii. Reduce the scale of elevations both horizontally and vertically;

iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and

v. Design should feature vertical articulation of windows, columns, and bays.

Response:

Like the materials, this building's contrasting formal moves strengthens the site and building composition.

Tower: At the city scale, the dancing forms of the tower create a highly dynamic relationship between one another and begin to break down the scale of the tower mass. At the top they form simply understood set of shifted rectilinear volumes, but as they begin to touch down onto the podium and into the public plaza, the north and south façade planes fold towards one another. The angle created engages the plaza, providing a unique pedestrian experience while moving along the slanted face of the lobby and active use zones

Podium: As the forms of the towers fold as they reach the active public realm, the material and massing of the podium also makes a shift. The podium massing is rectilinear and expressive of a mass and comprised of earthen materials. The delicacy and playfulness of the tower is then amplified by the simplicity and stillness of the podium.

i. The length of the building is broken up into multiple zones of various depth as pedestrians move around at ground level. At the northwest corner, the 5-story podium mass is set back from the sidewalk and acts as a backdrop to a lushly planted plaza adjacent to an active use frontage. As one moves down 112th the active use volume and lobby push out toward the sidewalk and create an enclosed feeling between it and the expressed structural brace. To the south, the massing once again pushes in to the east, opening the corner of 112th Ave and Ne 2nd for the public plaza. Continuing around and east onto Ne 2nd, the podium massing carves in to receive a small zone of potential commercial activity or bike use and to make the vehicular entry clear and easy to navigate for cars, bikes, and pedestrians. Along 114th, the same architectural language is employed for the service entry. All of these shifts in the podium facades culminate into a pedestrian experience with very few long blank facades.

ii. The spacing and pacing of architectural elements around the project continually engage the pedestrian scale. Vertical and horizontal mullion spacing, structural elements, and porcelain cladding modules and texture all bring the scale of the larger building down and create a rhythm and scale to the pedestrian experience.

iii. Along all street frontages with high pedestrian volumes, use of horizontal planes and continuity of horizontal datums around the podium ensure the human scale is constantly being referenced as one moves around the project. The tower scale is reduced by providing double high spaces underneath it in which to circulate. This plane extends out over the plaza, creating a sense of enclosure, and protection from the elements. At the pedestrian scale, carving of the podium massing to indicate building entry and provide sight lines at vehicular entries, the podium scale in the horizontal direction is reduced significantly. Additionally, the upper levels of the podium which do not carve away provide opportunity for soffit conditions which will greatly reduce the sense of scale vertically from the ground level.

iv. This project exhibits a tripartite diagram in the following ways:

The podium (base) materials, as articulated in previous sections express mass and connectedness to the ground. This is furthered by using a textured panel at the ground level which references rustication and brings the scale of the material down to the human scale and provides interest as the sun moves across its face through the day.

The middle (tower) is expressed through a shift to a primarily glass façade system with horizontal mullions reinforcing the read of the 10' horizontal curtain wall module. The exposed structural brace adds to the composition as it leads the eye from podium up past the tower and to the dynamic silhouette of the integrated mechanical screens.

The top (roof) is articulated with architecturally integrated mechanical screens which provide interesting roof forms and modulated silhouettes on the skyline. Located adjacent to a major regional corridor, integrated and innovative responses to mechanical screening will be inspiring as one arrives to downtown.

v. Tower columns, exposed brace, and slender massing shifts in the tower along with the vertically oriented podium façade materials all express a the city's desire for vertically articulated design features.

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

Response:

i. Podium materials, façade composition, window bays, and programming all elicit a stayed, monolithic character, anchoring the building to the site and creating a clear juxtaposition to the dynamic glassy tower above. The curtainwall system is a warm natural color. To the touch, this material is refined, and provides layers of interest visually as you move closer to it. Windows with expressive frames made of the same material are placed every 10', further enhancing the solid nature of the podium.

Below the tower along 112th Ave and adjacent to the public plaza, the podium takes on a more transparent character. Double high glazing at the lobby and active uses create a dynamic backdrop to the plaza and provide visual access to and from the main entry of the building.

These two approaches combine to express the varied character of this site. Active use, open and transparent along 112th Ave - and service and parking with a solid, stayed, terrestrial language facing I-405. By highlighting different programmatic uses with different material languages creates a legible site experience for all users.

ii. See previous section on building materials

iii. The main building entry is emphasized through a shift in the lobby volume and framing elements integrated into the curtainwall system. As stated in prior sections, a large canopy is also being employed to signal the main entry off of 112th Ave.

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

i. Transparent windows should be provided on façades facing streets, parks, and open spaces;

ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;

iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.

Response:

i. There will be low-reflectivity windows along 112th Ave and adjacent the public plaza to ensure visual connectivity to and from these areas.

ii. There are no view obstructions into and out of the ground level active use zone.

iii. In the northwest corner, the interior wall of the FAR exempt active use area is approximately 40' from the face of glass. This is the only location where we have exempt floor area in the project.

4. Design Inviting Retail & Commercial Entries

Guidelines

i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;

ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;

iii. Building lighting should emphasize entrances;

iv. Provide transom, side lights, or other combinations of transparency to create visual interest;

v. Provide double or multiple door entries; and

vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.

Response:

i. All entries will use low-reflectivity glass ensuring a strong visual connection between those inside and those on the street.

ii. Canopies are located adjacent to active uses and setting these zones back from the build-to-line allows opportunity for spill out of retail and commercial uses.

iii. Canopy and soffit lighting will be used to emphasize building entries. One 112th, the soffit lighting will be secondary illumination as the canopy in this location will read as a softly glowing plane of light highlighting this as the main building and active use entry

iv. The glazing system around the entire active use area is highly transparent and includes both transom and sidelights.

v. Active-use entries are expressed as double doors with side lights set within transparent façade systems.

vi. This type of opening will be implemented by a future tenant, but the spacing of the main curtainwall module will welcome multiple opportunities for variation in openings

5. Encourage Retail Corner Entries

b. Guidelines

i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;
ii. Locate primary building entrance at the corner;
iii. Use weather protection, special paving, and lighting, to emphasize corner entry;
iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and
v. Use doors with areas of transparency and adjacent windows.

Response:

i. Doors are located near corners of the project to ensure visual access from multiple vantage points

ii. The main building entry is located on the prominent façade along 112th Ave and is visually accessible from both 112th and Ne 2nd. The active use doors are located within the same colonnade and adjacent to the northern plaza space. This provides clear visual access from both north and southbound pedestrians.

iii. A 10' deep canopy hung within the structural brace on the west façade helps reinforce that 112th is the location of the main building entrance for those arriving to the site on foot or other alternative transportation methods.

iv. The main building entry is emphasized through a shift in the lobby volume and framing elements integrated into the curtainwall system.

v. All doors are glazed with adjacent windows for increased transparency.

6. Encourage Inviting Ground Floor Retail & Commercial Windows

b. Guidelines

i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;
ii. Use clear window glazing;
iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;
iv. Install transom windows or other glazing combinations that promote visual interest.

Response:

i. There are no view obstructions into and out of the ground level commercial uses. The lobby will incorporate seating and potential pop-up retail opportunities which will increase activity in these areas

ii. All ground floor retail and commercial windows are full height clear glazing with visual access to and from the public plaza.

iii. This type of opening will be implemented by a future tenant, but the spacing of the main curtainwall module will welcome multiple opportunities for variation in openings

iv. The glazing system around the entire active use area is highly transparent and includes both transom and sidelights.

7. Provide Multiple Entrances

b. Guideline

i. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Response:

i. Pedestrian entrances to are provided along the heavily trafficked 112th Avenue NE, from the plaza, and on the cycle-oriented NE 2nd Street. There is no requirement for public pedestrian access along 114th Avenue NE.

Because of the volume of use and location close to two light rail stations, 112th also has the highest intensity of pedestrian access to the project. The double-high lobby vestibule located within the colonnade has three single doors which will provide ample access and fewer conflicts between people arriving and departing the building. The active use entrance is defined by a set of double-doors spaced 30' north of the main entry vestibule. This

distance ensures ease of access and activated frontage, but also gives enough room so the two uses do not disrupt one another. Additional internal active use access from the lobby will reduce the need for building users to exit the building to make use of the active use functions.

The large plaza space to the south has visual access to the western lobby vestibule described above and physical access to a smaller lobby vestibule to the east. This allows the plaza to be a place of gathering adjacent to the lobby instead of one which functions primarily for circulatory needs.

Along 2nd Street, the plaza takes up a significant amount of frontage, but mid-block building access is provided to a bike shop/storage facility. This use has a single set of double doors and will act as the landing zone for those arriving from the north-south multimodal path along 114th or the east-west bike corridor along 2nd Street. Potentially having the lowest volume of pedestrian traffic, this use, and the meandering stair up to the main plaza will act as wayfinding markers when arriving from the southeast side of the project.

8. Integrate Building Lighting

b. *Guidelines*

i. Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building; Lighting should not cast glare into residential units or onto adjacent development or streets;

ii. Lighting should not cast glare into residential units or onto adjacent development or streets;

iii. Use accent lighting for architectural features;

iv. Provide pedestrian-oriented lighting features;

v. Integrate lighting within the landscape; and

vi. Provide dimmable exterior lighting

Response:

i. The tower lighting will be integrated into the sides of the tower and delineate the height, and angles the buildings form takes. The podium will have lighting concealed at select window frames, to provide a soft halo effect around the windows at night.

ii. The podium will direct light back towards the building itself to reduce glare, while the tower will have an appropriate level of light used to showcase the effect, without causing glare. Further dimming capability and control setting will ensure the lighting is dimmed/off at select hours in the night.

iii. Lighting will be used to highlight key architectural features of the building, such as the entry canopies & facades.

iv. Accent lighting on site trees, integrated lighting in building canopies and wall mounted lighting on façade will provide pedestrian oriented lighting at night.

v. The south plaza lighting is composed to create a playful scrim between uplit trees and uplit bench back defining the space from within the lobby and creating a glowing lantern at the eastern end of 2nd Avenue to draw the eye before seeing 405. The wood pebble seats are uplit by bands of light highlighting their warm texture at night and disappearing into the paving pattern during the day. Lights mounted within the handrails and linear steplights mark the threshold into the plaza.

The central space uses the pedestrian scale canopy as a lantern, supplemented by downlights in the second-floor soffit above.

The north plaza uses a catenary system that disappears in the tree canopy during the day. At night, the character of the space changes with spotlights on the catenary wires aimed at the pebbles to give them a glow and a different interaction with light than the south plaza. The subtle, fluid paving joint lines in the ground plane are carried into the tree canopy at night with a floating linear light element, providing an element of change and surprise into the plaza. The northern hedgerow is made a more present foil to the rest of the plaza at night with a wash of lighting.

vi. All building mounted lighting will be dimmable.

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

b. Guidelines

i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

Response:

i. The tower has been sited to provide optimal tower separation from potential future development. By pulling the tower towards the north and to the build-to-line in the west, the south facing plaza and associated plantings will receive quality daylight throughout the day.

ii. These siting moves do not just benefit the project but also maintain solar, sky and view access to/from existing buildings in the neighborhood.

2. Maximize Energy Efficiency

b. Guidelines

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. *Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;*

iii. *Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and*

iv. *When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.*

Response:

i. The tower's predominant east/west orientation is not only driven by the site proportions, it also helps create a more energy efficient building by placing longer facades on the north and south facades. The perimeter core design is biased toward the north, allowing more natural light to spill deep into the office space from the south exposure. A unique central courtyard/lightwell is provided at the podium to provide natural lighting to the otherwise large, dark floor plates. Operable windows are under consideration.

ii. On the north and south facades, we reduce the glazing ratio of the system by adding a shadow box to the lower curtain wall unit on each floor. This significantly helps the energy calculations without sacrificing significant daylight penetration onto the office plate.

iii. Operable windows will be a tenant driven decision, but the current system is designed in a way to accommodate that choice in the future.

iv. This single tower does not stagger at the roof but shifts in the north-south direction, which allows for greater opportunities for daylight penetration into and around the site.

3. Design Tower to Provide Visual Interest & Articulation

b. Guidelines

i. *Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and*

ii. *Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.*

Response:

i. As though reacting to the activity on the street level and public plaza, the lower third of the tower bends in two opposing directions. As these bends track up the tower, they create two distinct volumes in the upper levels. At this point the mass becomes more static, but reads as two slender shifted volumes.

Supporting the tower, two braces slip past the east-west skins. While attractive elements on their own, these also serve to anchor the tower and provide a sense of stability and grounding to the eye.

ii. Helping to articulate the difference in these volumes further, the skins on the north and south faces of the tower fly past the east-west faces of the tower, suggesting that it is these faces that have moved, and the mass of the tower in between them have simply sheered in response. These faces also continue past the roof of the tower as primary screens the mechanical penthouse and elongating the proportion of the tower silhouette.

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

b. Guidelines

i. *Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;*

ii. *Include towers or similar vertical architectural expressions of important building functions such as entries;*

iii. *Vary roof line heights; and*

iv. *Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.*

Response:

i. As a major element of the building's composition, the roof form reads as an extension of the dancing curtain wall system on the north and south facades of the tower. These elements not only extend the architecture to the sky in an elegant manner, but also creates a unique roofline along the highway-facing east edge of downtown. Located adjacent to a major regional corridor, integrated and innovative responses to mechanical screening will be inspiring as one arrives to downtown.

ii. The inset west façade and expressed structural brace extend to the ground and hint at the main building entry from the upper levels.

iii. The roofline's silhouette is varied vertically. Having the primary mechanical screens located on the north and south, there is about a 15' difference from the north-south and east-west facades. As you approach or move through the city, these screening elements will ever change the experience of the top of the tower.

iv. Instead of a traditional cornice, the building has wing walls that extend all the way up the tower and extend past the roof and act as integrated mechanical screens.

2. Foster Attractive Rooftops

b. Guidelines

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;

ii. Provide rooftop terraces, gardens, and open spaces;

iii. Incorporate green roofs that reduce stormwater runoff;

iv. Consolidate and screen mechanical units; and

v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

i. The dynamic quality of the glassy tower silhouette is countered by a more solid podium expression.

ii. On this terrace there is an expansive private terrace with significant landscaping. Small trees and shrubs coupled with a sedum mix ensures that the lower rooftops will remain attractive throughout the year. The landscape on this terrace is provided in large enough volume to read as a continuation of the verdant at-grade open space, providing a visual bridge between the project and the hills to the east when viewed down Second Avenue.

iii. Roof areas at the level 2 courtyard and the level 3 terrace are densely planted to balance passive use of the terrace space and views to nature from inside the building at both levels.

iv. The rooftop mechanical of the tower will be screened in the north-south direction by extending the curtain wall faces up beyond the roof structure. Additional mechanical screening will help mitigate any views onto rooftop equipment in the east-west direction.

v. The aforementioned roof terrace at level three will be activated as an amenity space and lit in a way that is not disruptive to neighboring developments. Please see the preliminary lighting plan in the ADR drawing set.

Attachment B

COMPREHENSIVE PLAN POLICIES - 2020
Comprehensive Plan - Volumes 1 and 2

Provide a written response to each *applicable* Comprehensive Plan Policy.
Refer to Comprehensive Plan for complete wording and requirements at:

https://planning.bellevuewa.gov/planning/comprehensive-plan/

VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	Located directly adjacent to I-405, this project is significant to the image of the city. Additionally, this site is located at a bend in the street grid as NE 2nd intersects with 112th Ave and will be prominent as one arrives to the site from the west. Because of these unique conditions, care was placed in creating a dynamic tower presence that is also elegant, timeless and innovative. The building form reaches up to the sky and touches down into a lush landscape to enforce the city's image of a "City in a Park."
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	The project enhances the image of a "City in a Park" through several siting moves. Given the sites location on a bend in the street grid, arrival from the west on Ne 2nd Street is punctuated by a sense that the street and sidewalk flow right into the public plaza. Along with the street trees, the plaza will feature specimen trees, lush landscaping, and site features which accept users arriving from the north-south and east-west directions. The upper terrace visually extends these plantings up onto the building, giving the sense that the public plaza and private terrace are a continuation of one another. From I-405, the podium anchors the project to the site with warm natural materials and on the terrace level, the building seems to rise out from behind trees.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	112th Avenue is the last high-traffic street before reaching I-405. Currently it is a functional vehicular thoroughfare but lacks urban design features which make it safe and engaging for pedestrians. This project anchors its main plaza on the corner of 112th Ave and Ne 2nd St which provides relief along the long stretches of 112th which currently does not have significant places for pedestrians to rest and gather safely. On the topic of safety, incorporating active use and employing zones for moveable seating will unsure that this site is activated throughout the day and into the evening. When the building is not in use, ample lighting will provide a lily pad of light equidistant from both new light rail stations and from the adjacent bus stop.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The roofline of the project is a key feature of this project. The dancing north and south faces of the tower reach up to the sky, sandwiching two east and west facing structural braces. The strength of the structural braces juxtaposes the flight of the north-south curtain walls and creates a striking silhouette for both the city and those passing by on I-405. These rooftop features are not merely aesthetic, as their primary function is to act as screening elements to the expanse of mechanical equipment on the roof. The design team worked hard to ensure that these screening elements were not simply applied to the building as an afterthought to mechanical requirements, but are integral to the design, and provide a unique and inspiring silhouette along the I-405 corridor.
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	While the project occupies a prominent position at a bend in the NE 2nd, for those looking east the podium and its landscape are designed to blend with the verdant hills beyond. At pedestrian scale, the warm materials, sculptural wood seating elements and water feature are composed to draw pedestrians in off the 112th sidewalk along that frontage.

	The open spaces and active uses are massed to support pedestrian traffic north/south through the neighborhood and connect the bike network through the site to planned active bike corridors running north/south on 114th and East/west on NE 2nd.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	Being on the edge of downtown, it was important to the design team to make the pedestrian experience which exceed what can currently be experienced along 112th Ave and the cities other commercial or entertainment streets. Deep planting beds along 112th and 114th soften the effect that these streets have on the pedestrian experience, and the protected bike lane along NE 2nd ensures a safe thoroughfare for pedestrians and cyclists alike. ADA plaza access ensures equity for all user groups, and highly transparent lobby and active use zones create visual cues and a safe setting for pedestrians at all times of the day.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	A water feature will provide an enticing sparkle to the southern plaza, visible along Ne 2nd from the west. It will also provide white noise to soften the nearby highway context. (5) groups of (5) jet clusters are proposed, all draining to focused drainage areas within the plaza Artwork has been incorporated into the design of the plaza through a series of custom-fabricated pieces designed specifically to add warmth and texture to the plaza. The primary element is the focal screen / seating structure in the south plaza. This sculptural fabrication of wood and steel provides a hovering seating platform with a screen-like back that defines the plaza edge from the lobby and acts as an attractor when viewed down Second Avenue. Secondary wood 'pebble' seating with soft wood hassock forms interprets the form of the focal bench / screen. These elements provide continuity of material and gesture between the north, central and south plaza spaces, while highlighting the differences between the plaza zones in how they are deployed. The warmth of wood blends with the woodland feel of the north plaza, acts as a pleasant surprise at the more formal front entry and softens the more tailored feel of the south plaza.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	The public open space acts as a collector of people arriving to the site, providing welcome relief from the heavily trafficked 112th Avenue. In addition, a multi-modal path has been incorporated into the siting of this project and provides enhanced access for several alternative forms of transportation to, from and across the site. These two elements will only increase in functionality as the two light rail stations begin bringing riders from Seattle and Redmond on a much more frequent basis.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	From the start this project aimed at providing a development that would enhance the quality and character of the east edge of downtown. It is sited to give maximum visibility of the building and public plaza, while maintaining solar access to existing buildings. The building itself utilizes simply articulated building systems in order to concentrate on detail and finish quality of the building. In that same vein the moves in the tower are dynamic and bold but remain elegant and simple forms as leading silhouettes on Bellevue's skyline. Following suit, the podium has an aesthetic of mass, anchoring the building to the ground while the tower reaches for the sky. The material of the podium has a warm and natural quality with a panel size that is scaled to the pedestrian. The window frames on the podium are tapered from 6-inches deep to 3-inches deep, which will increase shadow play throughout the day and provide a varied experience as you move around the building. At the ground level the same podium material is used, but a texture is set into the panel in the vertical direction. Much like the frames on the upper levels, it will provide an opportunity for light to play along its face throughout the day and interest for pedestrians who are walking next to it.
UD-24: Encourage the creation of iconic visual reference points in the	The form of the tower is equal parts active and static. The dancing tower will act as a visual marker from I-405 and will add visual interest to Bellevue's skyline. Arriving from the west on NE 2nd, you see the tower bend and reach for the sky, while arriving from the north or south you look down 112th Ave and see the tower's external brace slip past

community through innovative site and building designs.	the skin and engage the active-use zones and public plaza. These two design languages could stand alone as iconic features in the community but heighten the experience of the other when viewed together. The pedestrian experience is supported by the lushly planted public open space which will serve as an enhancement to the east edge of downtown and a pedestrian node between the two planned light rail stations.
UD-25: Ensure that site and building design relates and connects from site to site.	The primary building entry is provided in the middle of the 112th frontage, in the middle of the open space system, providing ease of access and room to linger for pedestrians walking to the building from either future light rail station. The colonnade and entry canopy provide cover for pedestrians waiting for the bus to stop along the project's frontage. The tower respects its neighbors, maintaining their solar access, while the podium blocks views of the highway, instead using its layered landscape to connect to the distant hilly landscape. The lobby and south plaza work together to give the feeling of a single indoor/outdoor room, while the north plaza provides a beautiful setting that the project anticipated becoming a welcome backdrop to the ground floor retail space adjacent.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	The pedestrian experience of this project not only engages users visually, but also auditorily, and haptically. The podium of the building is a warm colored porcelain panel which is textured at lower levels to provide interest. While not a true stone, it will illicit texture, warmth, and even subtle color change when it rains. The plaza incorporates a water feature that will provide an auditory cue when one arrives at the plaza, but also helps to offset the sound of the I-405 just to the east of the project. Warm wood seating is provided throughout the plaza level. Lastly, the tree canopy and the large building canopy will create a micro-climate on the south face of the building, offering a balance of sun and shade along with engaging shadow play throughout the day.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The public open space in this project is a focal point to the project. This plaza will be visually prominent as the city grid bends when arriving from the west on NE 2nd Street. Siting the open space in this way punctuates the east edge of downtown and provides a lush buffer to views down toward I-405. At the pedestrian scale, wood seating, rich plantings and a water feature provide a multi-sensory experience for users. The large canopy reaching out over a portion of the open space enhances the sense of enclosure and interest while providing relief from the southern sun.
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	Artwork has been incorporated into the design of the plaza through a series of custom-fabricated pieces designed specifically to add warmth and texture to the plaza. The primary element is the focal screen / seating structure in the south plaza. This sculptural fabrication of wood and steel provides a hovering seating platform with a screen-like back that defines the plaza edge from the lobby and acts as an attractor when viewed down Second Avenue. Secondary wood 'pebble' seating with soft wood hassock forms interprets the form of the focal bench / screen. These elements provide continuity of material and gesture between the north, central and south plaza spaces, while highlighting the differences between the plaza zones in how they are deployed. The warmth of wood blends with the woodland feel of the north plaza, acts as a pleasant surprise at the more formal front entry and softens the more tailored feel of the south plaza.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	Rooftop mechanical is screened in two ways on this project. In an architectural move, the north and south faces of the building extend past the roof level, providing visual relief from these mechanical areas which is integrated into the overall form of the project. The second way is through a traditional screen, helping to reduce the visual impact of equipment when views from the east-west directions.
UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	Further reinforcing the notion of a "City in a Park," the project includes extensive greenroof zones, with multiple layers and scales of planting. On the south-facing level 3 terrace, the tower is pulled north to increase access to sunlight and to use the roof as a feature when being views from I-405.

UD-32: Provide design treatments for blank walls that are visible from the public right of way.	Blank walls on the project have been enhanced with the introduction of a textured version of the same material used on the upper levels of the podium. The tactile nature of it encourages touch and interaction, while the physical depth of the panel will provide shadow play that will change as sun angles change throughout the day. Where grade change allows and massing of shrubs will not preclude appropriate and safe site distances for bikes and pedestrians, landscape is choreographed to minimize the amount of visible blank wall.
UD-33: Encourage public and private development to incorporate access to sunlight.	Both the public plaza and private terraces are south facing, allowing maximum access to sunlight for both the public and private users. The location of the tower also ensures maximum sunlight penetration into the block and surrounding properties.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The large canopies attached to the tower ensure proper shade on the south-facing public plaza and protect against for inclement weather. There are three additional zones of weather protection around the project: 1. On 112th there is a large canopy which is hung from the feature brace frame and signals the main entry to the building. This element is also working to provide required light and weather protection for an adjacent bus stop. 2. Ne 2nd has two canopies. Both are scaled down versions of the main entry canopy in order to provide continuity throughout the project. The first canopy of this series provides weather protection for the potential active use at the southeast corner of the public plaza. Not only does this canopy front onto Ne 2nd, it also turns the corner to the north and signaling entry into the plaza. The second canopy begins at the eastern edge of the garage entry and extends toward 114th providing ample weather protection down to the intersection.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	When approaching the site on foot or arriving by means of public transit, the site is designed to be immediately welcoming. The tower structure holds the street wall, but the massing is lifted to reveal a pedestrian zone with clear visual access to both lobby and active-use zones. In order to maintain optimal flows of pedestrian and vehicular traffic along the busy 112th Avenue, the parking entrance is located along NE 2nd Street and is expressed by a generous relief in the podium massing which responds to view triangle requirements and increases the sense of space for pedestrians and vehicles to move around on another.
UD-36: **Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.**	All parking and service entries are integrated into the architectural language of the podium. Instead of abrupt 90-degree corners at each of these entry types, the team has worked to carve into the "mass" of the podium at these lower levels. Making the impact of these entries less alien to the public experience of the project. Parking access off a lower portion of NE 2nd has enabled all parking to be held below grade, reducing the presence of the parking structure significantly. Service zones are located on the low, east side of the site along 114th Avenue - a primarily service-oriented road. Combined, the site design has ensured that the primary pedestrian zones and more public face of the project remain largely uninterrupted by site-based traffic and service needs.
UD-38: **Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.**	A large portion of the paved surfaces for the project's open spaces are covered by building volume – tower and canopy, whose drainage are being mitigated to the City's requirements. The project plazas and open space is entirely over subgrade building structure, where there is no ability for hardscape runoff to drain to native soil. This coupled with a desire to minimize use of potable water for the water feature cause the paving surfaces to be impermeable. Those paving areas not associated with the water feature are piped into the building's stormwater detention for appropriate mitigation.

	As shown in the plaza area calculations the project well-exceeds the City's desired 20% plaza space as planting area.
UD-39: **Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.**	There is no intent to utilize specifically high-reflectivity glass or other materials which would cause glare concerns. The tower has the largest extent of reflective material, with all four facades being glazed. The east and west facades utilize low iron glass in order to reduce reflectivity and also as a design element to increase transparency behind the brace frame. The north and south faces are a standard clear glass with a low-e coating. The podium is utilizing a porcelain system that will create soft highlights on the façade but is not highly reflective by nature. All direct-view façade lighting to have dimming capability and utilize the minimal lighting output needed to be visible at night without causing undesirable glare when viewed from neighboring buildings. For other areas, light sources are to be concealed and directed back towards the building/site to avoid light trespass on neighboring sites.
UD-40: **Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.**	Layers of street trees provide the initial buffer to site winds. The tower structure further protects the north plaza, while an additional layer of trees provides buffering at the south plaza. Large south facing canopies have been provided above the major outdoor plaza and upper-level podium terrace space to break any impact of wind coming down the tower faces. At the podium terraces, landform mounds also provide shelter from winds, as they define open spaces for gathering.
UD-41: **Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.**	Green roof is consistently applied at levels 2 and 3 where gathering space or maintenance access are not planned. These areas slows the flow of water which falls on these portions of the site. A portion of the paved surfaces for the project's open spaces are covered by building volume – tower and canopy, whose drainage are being mitigated per the City's requirements. The project's plazas and open space are entirely over subgrade building structure, where there is no ability for hardscape runoff to drain to native soil. This coupled with a desire to minimize use of potable water for the water feature cause the paving surfaces to be impermeable. Those paving areas not associated with the water feature are piped into the building's stormwater detention for appropriate mitigation.
UD-42: **Use low impact development principles early in the site design and development process.**	The development replaces an existing building with surface parking and non-native plants with a project which includes green roof areas and native plants. Stormwater running off the impervious surfaces that remain are mitigated to the requirements of the city. The development otherwise takes clear advantage of its proximity to future light rail stations and adjacency to excellent existing and future bike infrastructure to encourage use of non-auto transportation options to the site.
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	This project serves several functions in setting the tone for the east edge of downtown. Currently, the adjacent properties house mid-rise office and residential buildings which receive little relief from the traffic and large surface parking lots. Architecturally, the dynamic quality of the tower will provide an iconic landmark for those commuting to and through Bellevue along I-405, but its form still ensures easterly light and access to views from existing buildings. At the pedestrian scale, the project provides much needed relief from the 5-lanes of vehicular traffic along 112th Ave and the I-405 corridor beyond. The plaza design facilitates this with engaging site features, ample seating, and opportunities for uses to spill out into the public realm. This duality between a project being iconic at a prominent location and a good neighbor to those that call East Main home, has been a focus at the micro and macro scales for the team.

UD-45: **Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.**	There are only two façade which have more intense development needs, and those are at the property line to the north, and along 114th Ave to the east. Recognizing that the property to the north is addressing the through-block connection, this project team is working with the owner of that property to allow for windows along the podium in this location. Continuing the language of the window frames on the upper podium levels and the textured porcelain panel at the lower levels, the largest continuous face along the property line will deviate from the typical blank wall that is customary at adjacent property lines. This effort ensures that the through-block remains dynamic, welcoming, and aesthetically pleasing to project's neighbors. .
UD-46: **Encourage site and building designs that support and connect with existing or planned transit facilities.**	Uniquely placed equidistant from two future light rail station, this project is within a ¼-mile walking radius from both locations. Additionally, this site is serviced by two bus routes. The 240 to Renton and the 342 to Shoreline. Recognizing that many users will be arriving via mass-transit, the siting of the public open space and transparency at the corner of 112th Ave and NE 2nd was a decision to ensure a welcoming and dynamic experience. Within the building there are active uses along 112th that provide an opportunity for pause and patronage as others outside of building users move past the site. Additionally, the tower and structural frame hold the build-to-line, increasing visibility from the sidewalk for those arriving to the site via alternative transit methods.
UD-47: **Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.**	The north plaza space takes the opportunity of its northern exposure to create a verdant garden room, filled with seating, trees and soft landscape elements, backed by a deciduous hedge. It will be a great buffer to the adjacent development to the north from inside the site and will be a great visual contributor to the south end of the adjacent property.
UD-48: **Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.**	Public amenities are abundant in this project. A multi-modal path has been instrumental in locating the final location of the building and will provide enhanced access for multiple alternative forms of transportation to, from and across the site. The site to the north is adopting a through-block connection, which will help increase permeability through the block. Our plaza wrapping from the south of the site up along 112th will further lead pedestrians to this through block and enhance the character of the block. The tower is also oriented so the longer faces of the project face north and south. This ensures increased solar access to existing buildings and maximized light and air opportunities if the properties to the north and the south were to develop to a similar density.
UD-49: **Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.**	The building lands in a layered landscape setting, composed to incorporate street edge planting, building perimeter landscaping. With the tower and plaza spaces pulled to the 112th frontage, they work in concert to provide a cohesive and unique entry experience, while supporting activation along this primary frontage. The bus stop along the 112th street frontage takes advantage of site seating and building and canopy overhangs to integrate the required bus stop amenities. The streetlight at the head of the bus bay will accommodate its required signage.
UD-50: **Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.**	Maintaining the city's desire for activating and dynamic street edges, this building holds the build-to-line except in cases where the pedestrian experience is enhanced by not doing so, or in the case of the public plaza, is not required to. The public plaza holds the corner of 112th Avenue and NE 2nd Street and has active uses along its frontage as well as visual connection with the activities within the lobby. There is a supportive relationship between these three uses that bring public and private uses in contact with one another, increasing the pedestrian experience. Further east along Ne 2nd, the building is pulled out to the build-to-line until the intersection of Ne 2nd and 114th Ave. It is at this location that the corner of the building is pulled north to account for the curved back of sidewalk line and to give some breathing room for the confluence of the north-south multi-modal path, the east-west bike lane as well as the pedestrian sidewalk and ADA ramp.

	Along 114th Avenue, the multimodal path, and PSE power requirements are setting the back of sidewalk. To the greatest extent possible, the building is holding the build-to-line, and only deviates in locations where the pedestrian view triangle is incorporated into the architectural form of the podium.
SIGNS and WAYFINDING	
UD-51: **Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.**	A preliminary signage placement plan has been provided. As the design develops great care will be given to compatibility within the neighborhood context pursuant to UD-51. (See sheet A-206B in the ADR Drawing Set)
VEGETATION and LANDSCAPING	
UD-55: **Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.**	Native and pollinator supporting plants will be mixed with hardy plants that can hold up against the wear and tear of the urban edges of the project. They will provide year-round interest, while minimizing needs for irrigation water.
PUBLIC SPACE	
UD-58: **Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.**	There is a desire by Bellevue Capital Projects to have a new park located at the corner of 110th Avenue and NE 2nd Street. If this project is implemented, this project's public plaza will play a supporting role in facilitating new east-west open space connections across downtown. In the north-south direction, the public plaza and active uses will provide moments of pause and pedestrian activity along the vehicularly dominant 112th Avenue.
UD-59: **Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.**	Plaza spaces are roughly level (along 112th) or perched above (2nd) adjacent roadways to balance a sense of connection with the public realm with a buffered relief from vehicular traffic, all with clear inside/outside relationships to building program. The primary plaza spaces are all wheel-chair accessible. Ample cover is provided in the form of building overhangs and canopies to provide weather protection and promote year-round use. Balanced with tree canopy the open space has a balance of sunny and shady moments for individuals to find the spot they are most comfortable. Lush plantings and active uses provide a consistent frame at the edges of the open space, while inviting sculptural seating elements and a water feature provide focal elements to draw the public to the space and offer opportunities to linger. Clear site lines through the project and high-quality lighting at appropriate light levels will enhance a sense of safety and comfort in the open space. Appropriate utilities will be provided for staging events or allowing retail to spill out into the plaza spaces.
UD-60: **Incorporate weather protected areas into major public places.**	Weather protection is provided along 112th Avenue and NE 2nd active use zones. Additionally, there is a 22' deep feature canopy providing weather protection above the public plaza.
SIDEWALKS, WALKWAYS, and TRAILS	
UD-65: **Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper**	Pedestrian amenities are accommodated as well as enhanced in this project. New multi-modal paths provide access to additional uses and are separated from main pedestrian circulation paths per transportation requirements. Seating and other site features are held on site, in the public plaza, or in enhanced streetscape zones.

boxes, etc. without interfering with pedestrian circulation.	
STREET CORRIDORS	
UD-80: **Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city.**	Arrival to the city is experienced in two ways: 1. From the north the arrival is experienced by crossing under multiple thresholds of overpasses, and with each one, a new piece of the eastern skyline is revealed to you as you drive. This highlights a need to make a short but lasting impression. 2. From the south, you round a gentle right curve on I-405 and the entire east skyline is presented to you. Here the entire composition of buildings becomes key in how the city is seen. Both experiences coupled with the location of this project make it a major feature along the transportation corridor. The dance of the tower massing and the architecturally integrated mechanical screens reaching up to the sky provide a lively foreground within the composition of the skyline. The south-facing level three terrace takes the opportunity for unobstructed daylight access and puts its planting on display for those on I-405, further embracing and expressing Bellevue as a "City in a Park."

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. **Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.**	This project will greatly enhance the east edge of downtown for all users. Currently 112th Avenue has several surface parking lots, and very few areas of respite from the traffic flows along its axis. The combination of an inviting public open space and active use zones will provide residents, employees, shoppers, and visitors new places to eat, play and relax.
POLICY S-DT-3. **Develop Downtown as an aesthetically attractive area.**	The character and location of this project make it a prominent project at both the macro and micro scales. The design of the tower with its simple, dancing facades, creates interest along the east edge of downtown and for those passing through on I-405, but is stayed and refined in a way that ensures the form to be received as elegant and timeless. The podium has a more solid and anchored aesthetic. This simplifies the read of the building to the eye and makes the composition of parts more legible when placed on the backdrop of the city. The material quality of this portion of the building is warmer in color and will complement the lush planting and texture of the landscape in the public plaza and private terraces.
POLICY S-DT-38. **Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.**	Located directly adjacent to I-405, this project reduces its traffic load on the rest of downtown due to its immediate access to the freeway. Additionally, the parking entry is off NE 2nd Street, reducing the conflict between site traffic and the larger traffic loads on 112th Avenue. The tower and podium are also sited to optimize solar access and views through the site from adjacent properties.
POLICY S-DT-40: Enhance the	The 112th street frontage expands on the available sidewalk along much of the frontage, allowing pedestrian circulation to extend into the plaza spaces and colonnade. Planting

appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	and vegetation is layered between the curbside planters and onsite planting, taking the opportunity to compose these plantings to blend together and enlarge the sense of the amount of available public space. Along 2nd Avenue, the layered vegetation from 112th continues. The seating at the south plaza edge becomes a public sculpture. Transitioning to the secondary plaza at the bike room, additional seating has been provided as well as bike racks to allow the bike room programming to spill out into the public space. The separated bike lane along this frontage provides easy access to this bike amenity. The 114th frontage has wider than standard planters to buffer the multi-use path from the roadway and I-405 beyond.
GATEWAYS AND WAYFINDING	
POLICYS-DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.	Located within the zone Bellevue has highlighted as having gateway opportunity, this project will enhance the sense of arrival to downtown in a couple of ways. From I-405, commuters will see the dancing, dynamic tower volume activating the east edge of downtown with the densely planted podium expressing the "City in a Park" character which defines Bellevue. By bike, this site will serve as either the beginning or terminus of the east-west B-401-N bike path. With the adjacent public plaza and active uses, the project will provide a quality experience of arrival to or departure from Downtown Bellevue.
DOWNTOWN DISTRICTS	**Review the District-Specific Policies applicable to your Proposal and list the below as appropriate.**
East Main	**S-DT-95. Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.** See UD-58 for how the 200 112th Ave project can support the open space network in Bellevue by being in proximity to this planned neighborhood park. **S-DT-96. Take advantage of the topography of the area for views as well as for visibility from I-405.** Siting the building as we have, the building steps down in height towards I-405 with the tower furthest to the west, and then a 5-story and 2-story podium massing at its westernmost property line. This project is already located as close to I-405 as possible, but by organizing the build's massing as we have, it allows for visual access further into the site than otherwise possible. **S-DT-97. Enhance the transition from this district (South Main) to the adjacent neighborhoods by providing a lineal green open space buffer in the vicinity of the southeast corner of Downtown**. While not located in the zone highlighted for the green buffer on the open space concept map, it is important to note that this project would be at the terminus of it. With the open space and terrace concept being visual extensions of one another, the side design will bolster the intent of the district-specific policies, extend them into the site and provide a fulfilling terminus at the eastern boundary of downtown.
DOWNTOWN OFF-STREET PARKING DEMAND AND UTILIZATION	
S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.	We have reduced parking in anticipation of increased public transit access nearby and to decrease single occupancy vehicle loads on adjacent roads. Joint use parking may be considered a future date, depending on the retail tenants and needs for neighboring developments.

DOWNTOWN BICYCLE MOBILITY	
S-DT-163: Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.	One of the formative components driving the project's ground-level massing is the enhanced bicycle infrastructure on two sides of the project. The project is accommodating a multimodal path along 114th Avenue NE and one-way bicycle path heading west along NE 2nd Street. On 114th, the multimodal path provides connectivity for cyclists and enhances the overall experience along this historically service-oriented edge of downtown. Through vegetated buffers, new street trees and ample lighting, the project will provide a safe and comfortable environment for all users along this length of the multimodal corridor. Along NE 2nd, lushly planted buffers and an elevation change between the vehicular and bicycle traffic enhance safety while maintaining lines of site between the two uses. At critical intersections, the planting is reduced to further increase safety. On the sidewalk side, there is a sloped curb that delineates pedestrian and cycle zones. Seating located on the lower, south side of the plaza provide opportunities for rest along the way so riders of all abilities will feel comfortable along this stretch of the bicycle path.

Attachment C

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 20-111596 LD

Project Name: 200 112th Bellevue

Administrative Departure requested for LUC 20.25A.020.A and LUC 20.25A.060.A.1 Build-to Line

Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

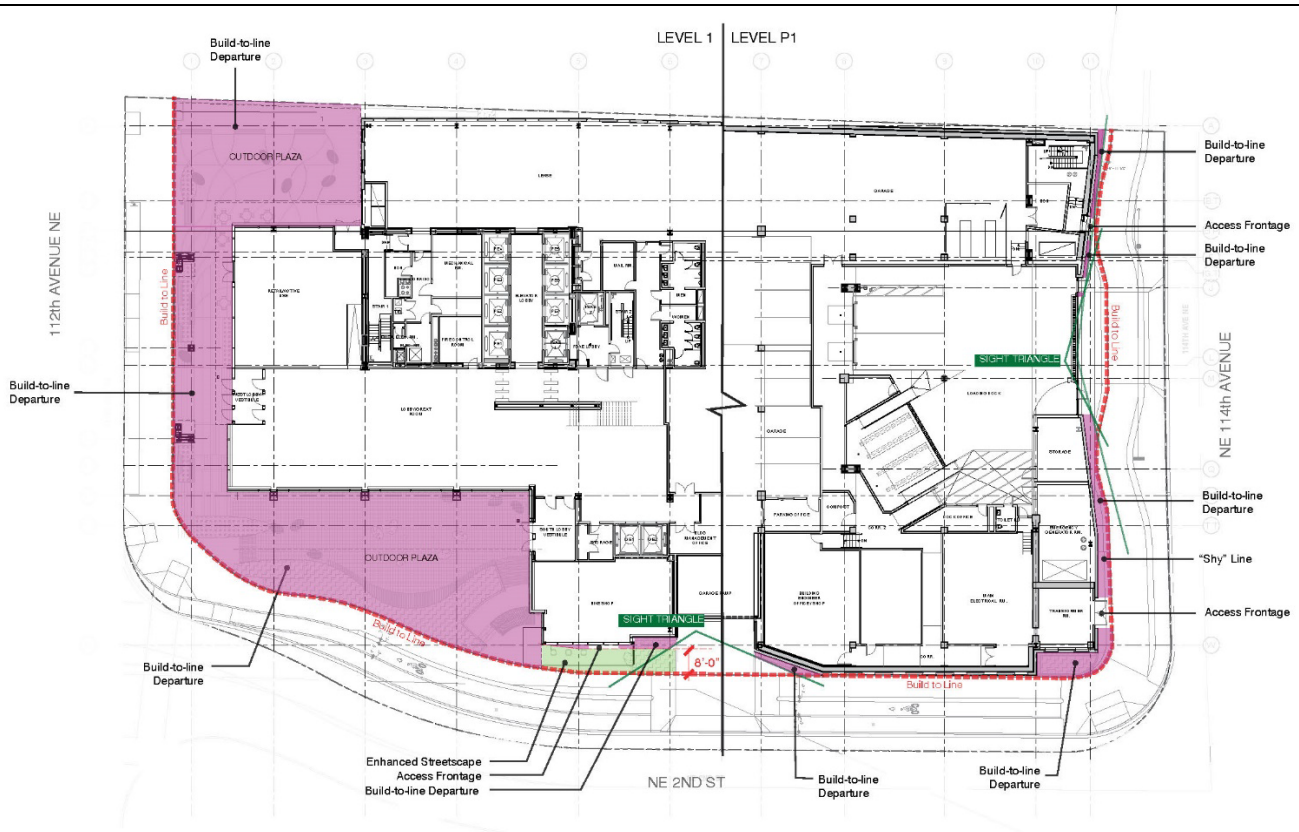
Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Departure 1- Build-to Line

Response:

LUC 20.25A.020.A and LUC 20.25A.060.A.1: In Downtown, front setbacks rarely apply. Buildings are built to the "build-to" line, which is the back of the required sidewalk, except where a plaza, building modulation or other ground-level open space is proposed, and an administrative departure is approved.

A departure is requested from LUC 20.25A.020.A to modify the location of the "build-to" line in certain locations to allow additional ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the adjacent buildings. In this case, the departure allows the large, required outdoor plaza to be located on 112th Avenue NE and at the corner of NE 2nd Street, where it is most accessible to the public. The office tower and structural columns meet the build-to line along 112th and provide a large coverage colonnade at ground level, connecting the north and south plaza areas. The podium and tower are set-back from the back of the required back of sidewalk along the eastern portion of NE 2nd Street to create a generous outdoor plaza with access to ample daylight. This departure also provides for areas of enhanced streetscape at the proposed retail space, accommodates the view triangles required for parking and loading entries, creates additional green space; and addresses the combined sidewalk and bike lane conditions. These areas all support logical connections into and around the site, the buildings, and the open spaces. (See diagram below for locations around the perimeter of the project.)



Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive plan encourages logical building entrances; and, including public and semi-public open spaces in major developments. The design with the departure does just this—it signals discrete building entrances, allows for additional open spaces, and provides more generous sidewalk space for pedestrians.

The design advances the following specific Comprehensive Plan policies;
+ UD – 28: Integrate high-quality and inviting public and semi-public open spaces into major development.
+ UD – 48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
+ UD-50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.
+ S-DT-35: create a pedestrian environment with a sense of activity, enclosure, and protection

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

The design with the departure will be more consistent with the purpose and intent of the LUC as it provides extra room for pedestrian access, and thereby, "enhance[s] people orientation and facilitate pedestrian circulation" on-site. See LUC 20.25A.010B.1.a.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The proposed location of the buildings on the site and the areas where they do not meet the build-to line are the minimum necessary to accommodate generous sidewalks and open space and maintain the architecture.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

LUC 20.25A.020 states that an administrative departure from the "build-to" line standard is appropriate to accommodate plaza space, ground-level modulation, or other ground-level open space. Here, the design proposes areas of widened sidewalk, entrances, and open space, which meet's the code's requirements for approving the departure.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111596 LD

Project Name: 200 112th Bellevue

Administrative Departure requested for LUC: 20.25A.170.B.1.b – 'A' ROW

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

The retail/active use space along 112th is planned to be FAR exempt and is designated as an 'A' ROW.

Departure 2 – 'A' ROW

20.25A.170.B.1.b
Standards and Guidelines

i. Transparency: 75 percent minimum; **(100% Provided)**

ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; **(Exempt from requirement – Outdoor plaza extends along street frontage)**

iii. Points of Interest. Every 30 linear feet of the façade, maximum; **(100% Provided along entire street frontage)**

iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; **(Complies with requirement)** *and*

v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses. **(100% Provided)**

Response:
The purpose of this departure is to demonstrate that the active use located along 112th meets the intent of the required 'A' ROW guidelines, even though the space is pulled back from the build-to line. Only the area in front of the active use is required to meet the type 'A' ROW guidelines because the area is being exempted from FAR. The 45'-11" zone meets all of the applicable type 'A' ROW guidelines with the exception of build-to line. The proposed design meets the intent of the build-to guideline by creating an extended public zone from

the back of the required sidewalk to the eastern edge of the required outdoor plaza. This additional public area has a generous amount of coverage for the pedestrians along the 112th Avenue frontage via the colonnade directly in front of the active use space. There is also a large canopy over the public sidewalk in front of the active use space, beyond the outdoor plaza area which extends 70% of the frontage. Our request is to grant a departure for the extent of length of type 'A' ROW as it pertains to the intent of the guidelines. See the following diagrams:

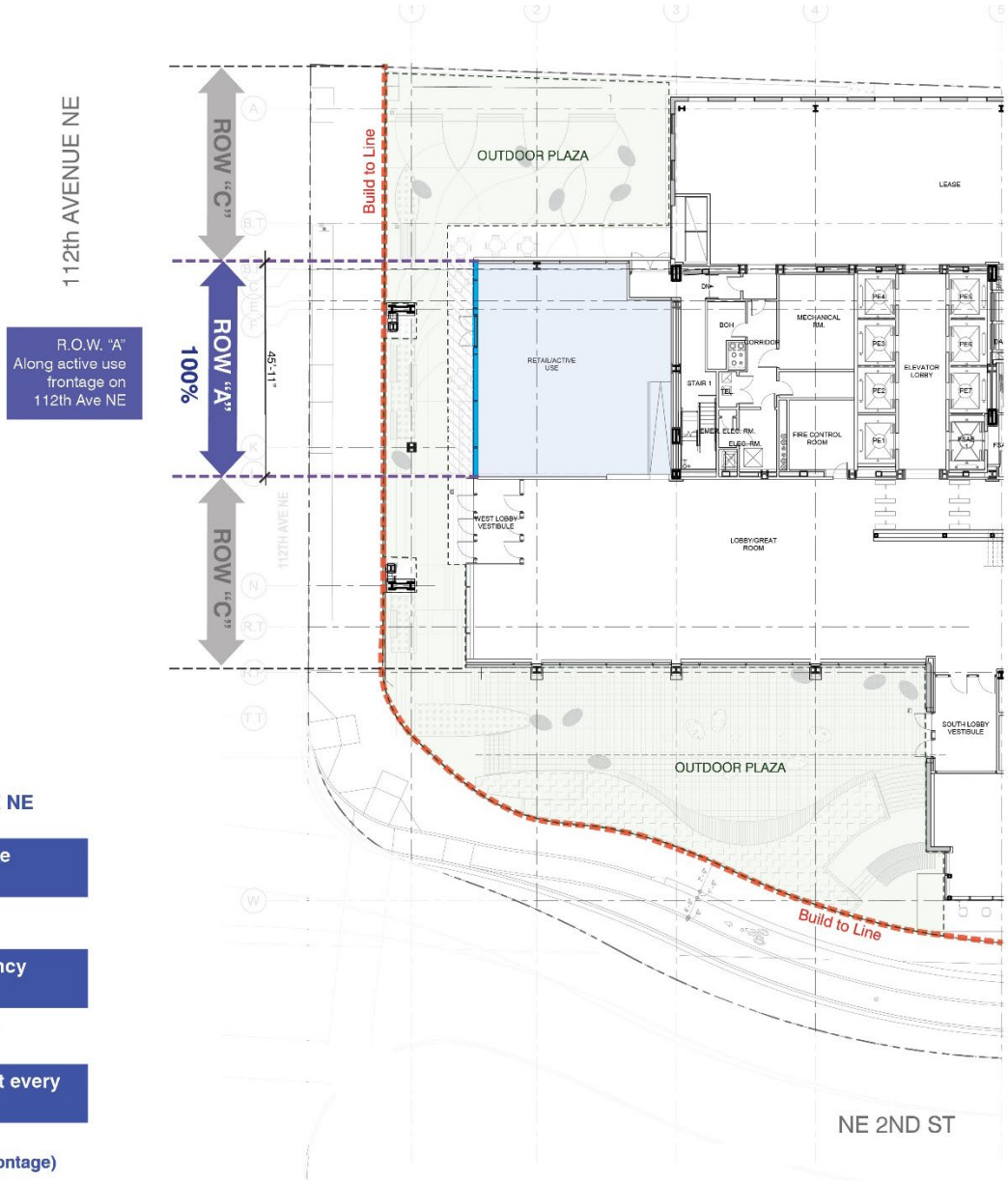


Figure i - R.O.W. Type A

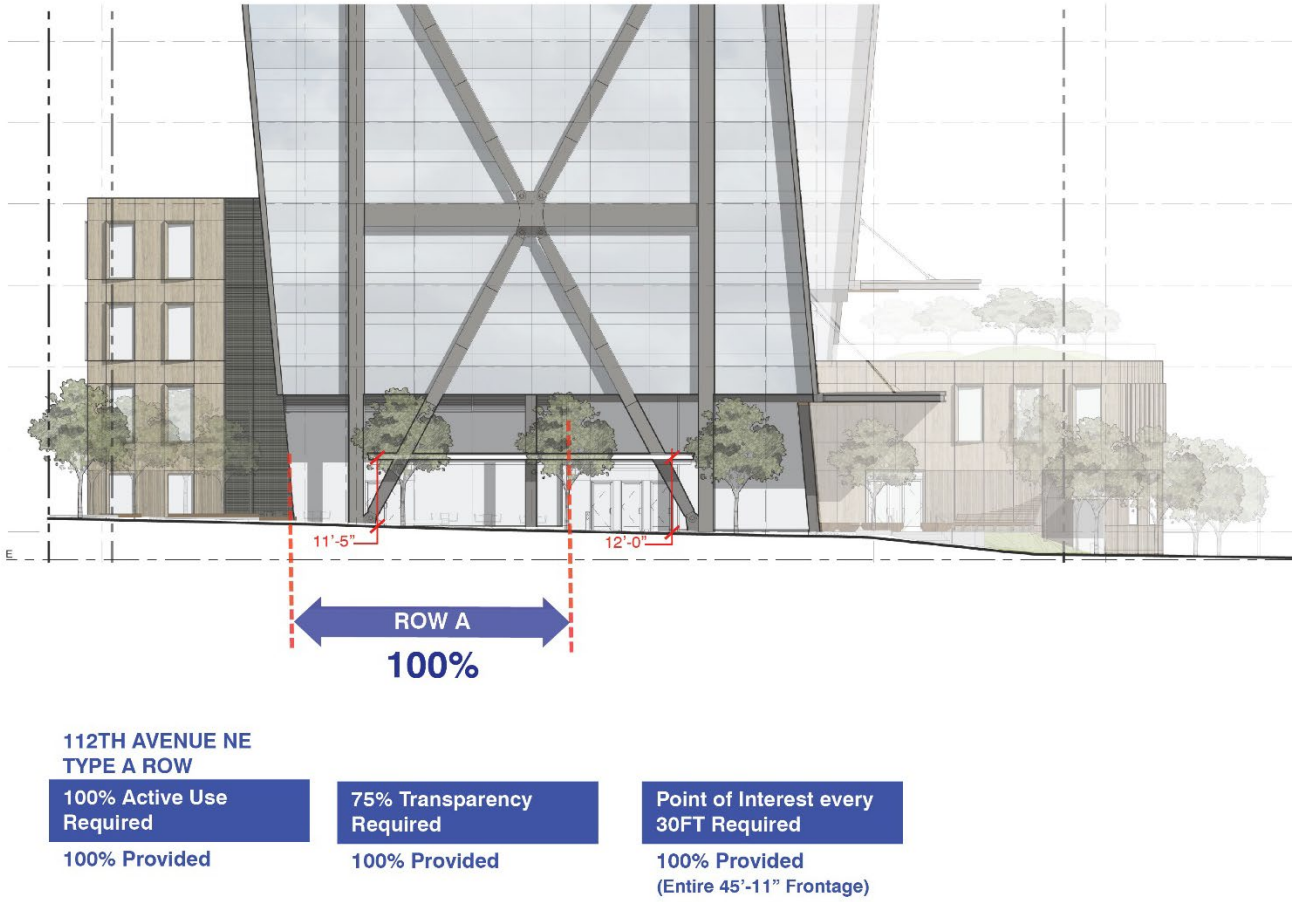


Figure ii - R.O.W. Type A (Elevation)

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages superior design that improves the public realm. The design with the departure does this by extending the public space of the 112th ROW into the property via the outdoor plaza and increasing weather protection over the adjacent public sidewalk via the large colonnade and entry canopy. Planting and seating further enhance the sidewalk experience. The combination of added weather protection, lighting and seating create a welcome and protective environment for pedestrians adjacent to the active use on 112th. The entirety of the north and west façades of the active use space have floor-to-ceiling vision glass, optimizing the transparency to the public sidewalk and outdoor plaza.

The design advances the following specific Comprehensive Plan policies:

+ UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
+ UD-4: Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features.

+ UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
+ UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
+ S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
+ UD-28: Integrate high-quality and inviting public and semi-public open spaces into major development.
+ UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
+ UD-50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.
+ S-DT-35: create a pedestrian environment with a sense of activity, enclosure, and protection

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

The design with the departure meets the 'A' ROW of guidelines for transparency, weather protection and active use consistent with the purpose the LUC; and, the design meets the intent of the LUC regarding the build-to line even though the active use is pushed back ~11 feet from the back of sidewalk. See LUC 20.25A.010B.1.a.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The design with the departure is consistent with the Comprehensive Plan and intent of the Land Use code noted above. The proposed location of the buildings on the site and the areas where they do not meet the build-to line are the minimum necessary to accommodate generous sidewalks and open space and maintain the architecture. Additionally, the extent of weather protection proposed provides a significant amount of shelter where pedestrians are likely to be walking, waiting for mass transit and gathering. The entirety of the north and west façades of the active use space have floor-to-ceiling vision glass, optimizing the transparency to the public sidewalk and outdoor plaza.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

Response: Not applicable.

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response: Not applicable.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111596 LD

Project Name: 200 112th Bellevue

Administrative Departure requested for LUC: 20.25A.170.B.3.b – 'C' ROW

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

112th Avenue NE and NE 2nd Street are designated as 'C' ROWs.

Departure 3 – 'C' ROW: Weather Protection/Transparency

20.25A.170.B.3.b
Standards and Guidelines

Transparency. 75 percent; **(60.8% on NE 2nd ST Provided. Departure requested. No departure request for 112th Ave NE)**

Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; **(64.9% on NE 2nd ST Provided. Departure requested. No departure requested for 112th Ave NE)**

iii. Points of Interest. Every 75 linear feet of façade, maximum; **(No departure request for both NE 2nd St and 112th Ave NE, see figure vi & vii)**

iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; **(Complies with requirement)** *and*

v. *Fifty percent of street wall shall incorporate Active Uses or Service Uses.* **(70.5% on 112th Ave NE, 56.7% on NE 2nd ST Provided. No departure requested)**

Response:
The building design meets the requirements for the 'C' ROW guideline regarding active/service uses by providing retail, active and services uses along the majority of 112th Avenue NW and the western portion of the NE 2nd Street, adjacent to the outdoor plaza. (See figure i). The design also meets the intent of the guidelines regarding build-to line (see departure 1), weather protection, and transparency for portions of the type 'C' ROWs along 112th Avenue and 2nd Street as outlined in the following sections.

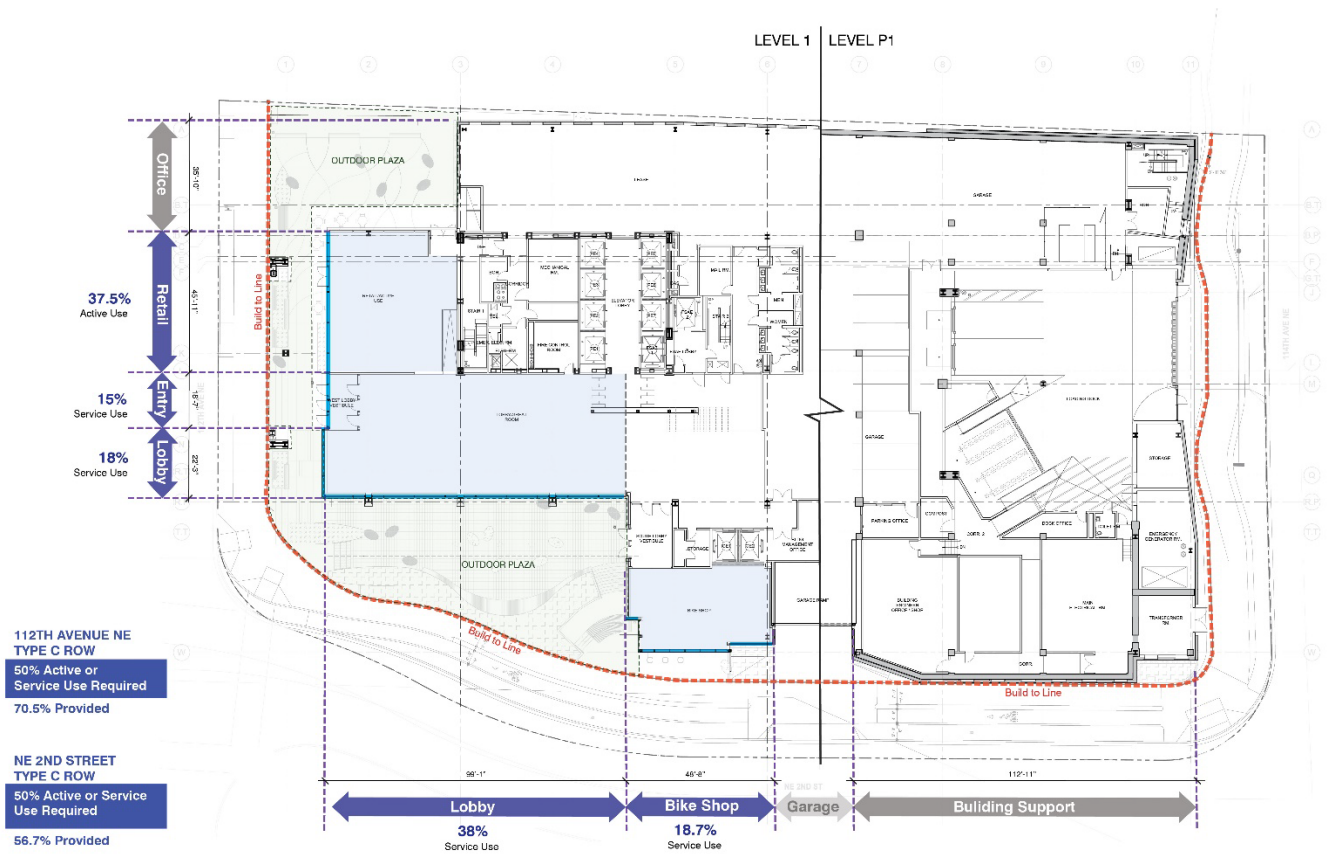


Figure i - R.O.W. Type C – Building Edge & Active/Services Uses

Weather Protection: A departure is requested to decrease the length of weather protection required along the eastern portion of NE 2nd Street. The proposed design provides a generous amount of weather protection for the public along the 112th Avenue frontage and along the western and southern portions of the outdoor plaza. An additional canopy is provided at the small (non-exempt) active use space located at the southeast corner of the outdoor plaza and west of the parking entry. This canopy extends over the enhanced streetscape and provides an inviting transition to the plaza space beyond and provides a covered area for the active use entry and protection for pedestrians. An additional canopy is located to the east of the parking entry, toward 114th and I-405, although pedestrian foot traffic drops off dramatically. The building's service functions are located in this zone (parking, loading, maintenance, transformer access, etc. Providing good lighting and visibility is key to a secure urban environment, especially as NE 2nd Street approaches the freeway. As response to these challenges the canopy design incorporates lighting, in addition to providing weather protection alone.

On 112th Avenue NE maximum weather protection is provided along the building frontage by the combination of a covered colonnade and also a canopy that extends outboard into the sidewalk. Weather protection is provided all along this frontage except for the outdoor plaza area to the North which is exempt.

See diagram below:

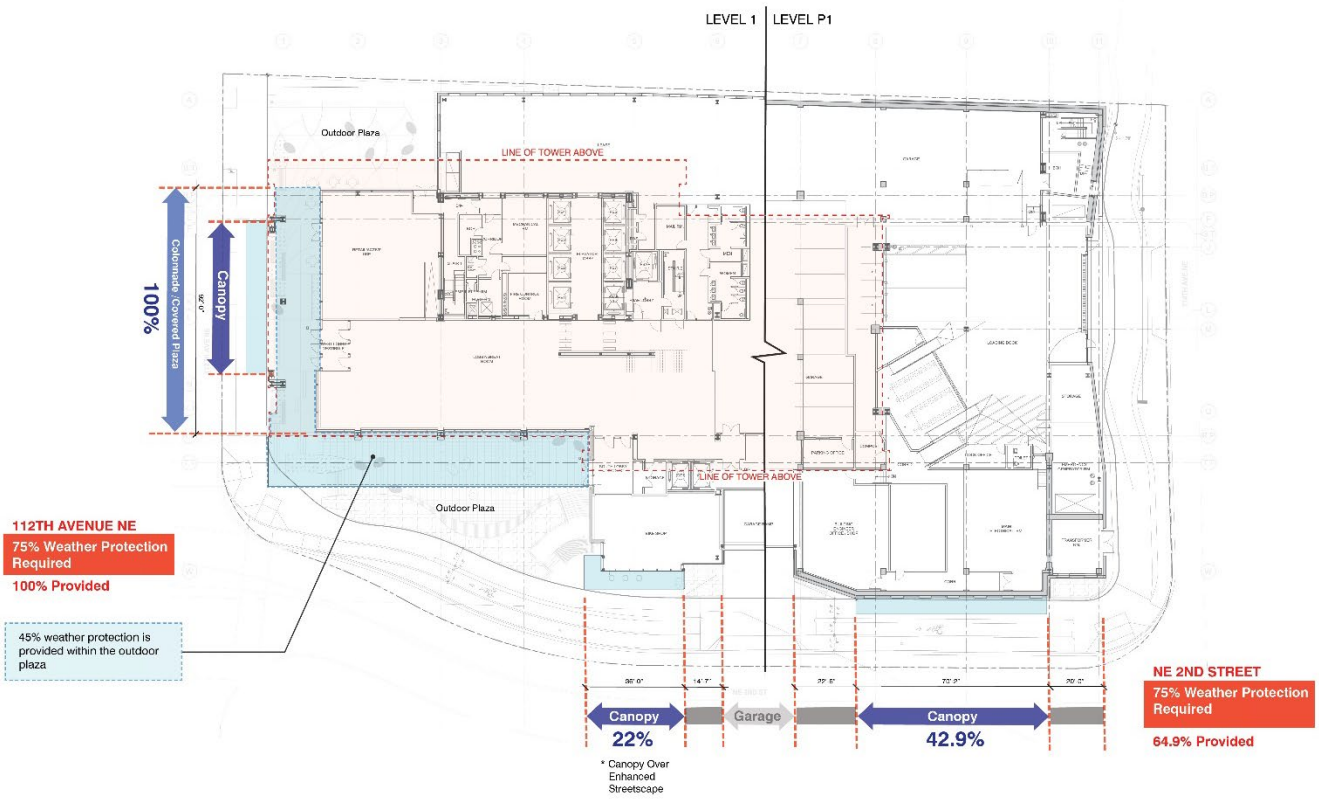


Figure ii - R.O.W. Type C – Weather Protection

Transparency: A departure is requested to reduce the required transparency along NE 2nd Street from 75% to 60.8%. The frontage along 112th Ave NE provides 78% transparency and does not require a departure. Also, 112th Avenue and the western portion of NE 2nd Street are entirely fronted by the required outdoor plaza. The generous plaza hugs the build-to line frontage in these locations, creating three unique outdoor rooms lined with active use and landscaped environments. On 112th Avenue, the retail/active use on the south side of the north outdoor plaza space serves to activate the north plaza space by maximizing transparency; nonetheless, since the glass is 90 degrees to the public sidewalk, the large extent of glazing (approximately 45 linear feet) does not technically count toward "transparency". This glazing is very impactful from the oblique view of the pedestrian or passerby, providing a great deal of visual engagement to the active use spaces at ground level. The design meets the intent of the code, by activating the public realm.

On NE 2nd Street, the building design focuses transparency where is counts most, by providing 100% transparency toward the public plaza. A highly transparent (non-exempt) retail/active use frontage at mid-block creates a visual interest and a focal point. To achieve this high degree of transparency near the SW corner, less transparency occurs further down the hill. NE 2nd Street drops sharply toward I-405, creating a less than ideal area for viable active uses with transparent facades. The design has prioritized the glazing where is has the greatest impact to the pedestrian experience (along 112th Avenue and the southwest corner of the site) and has utilized other design devices to create a wonderful, visually inviting frontage along the eastern portion of NE 2nd without having to rely solely on glass or transparency. A combination of high-quality material, building modulation and textured facades create an inviting back drop for pedestrians and cyclist along this frontage. Lighted canopies further enhance the frontages.

Please see the diagram below:

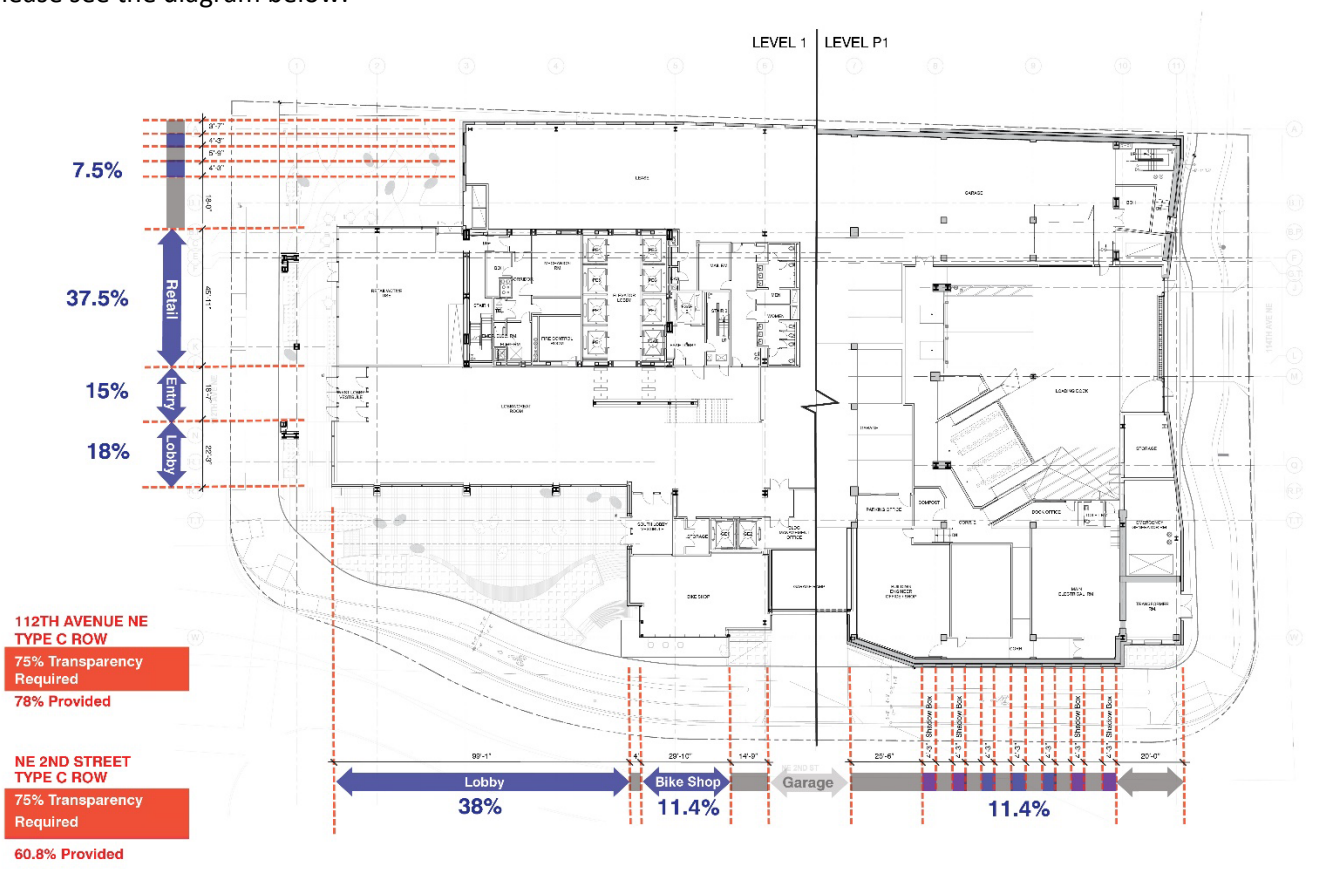


Figure iii. – R.O.W. Type C – Transparency

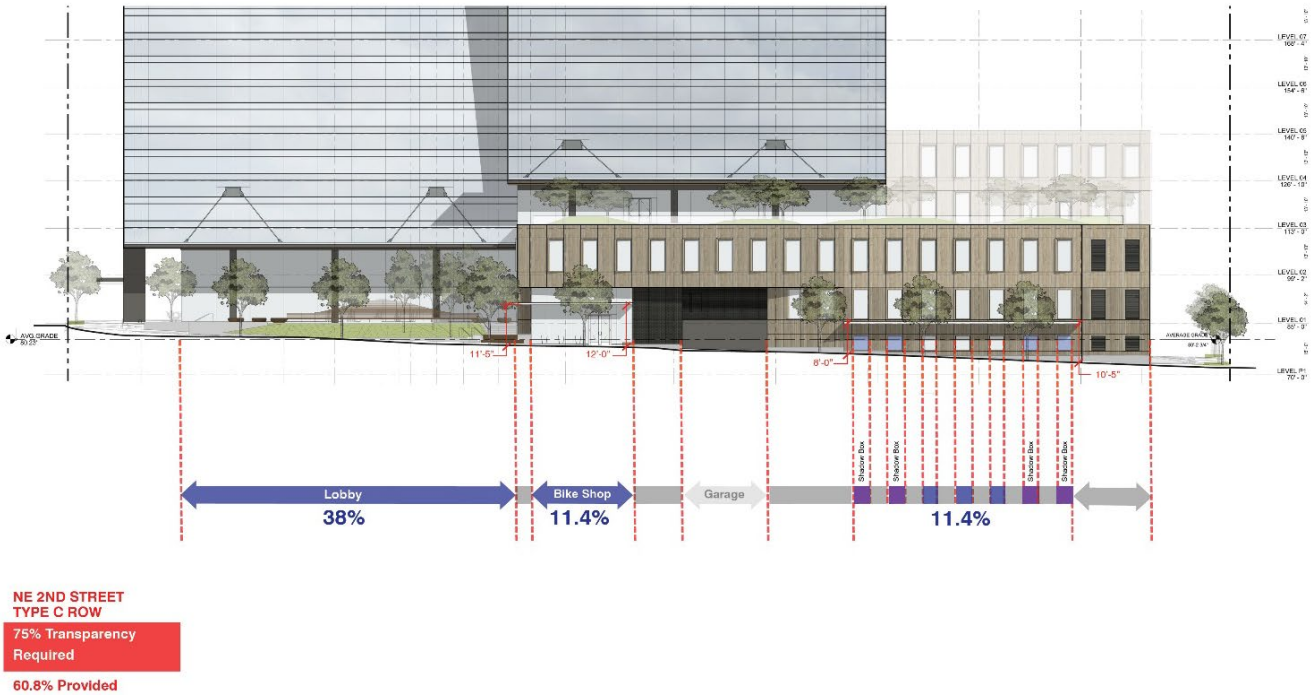
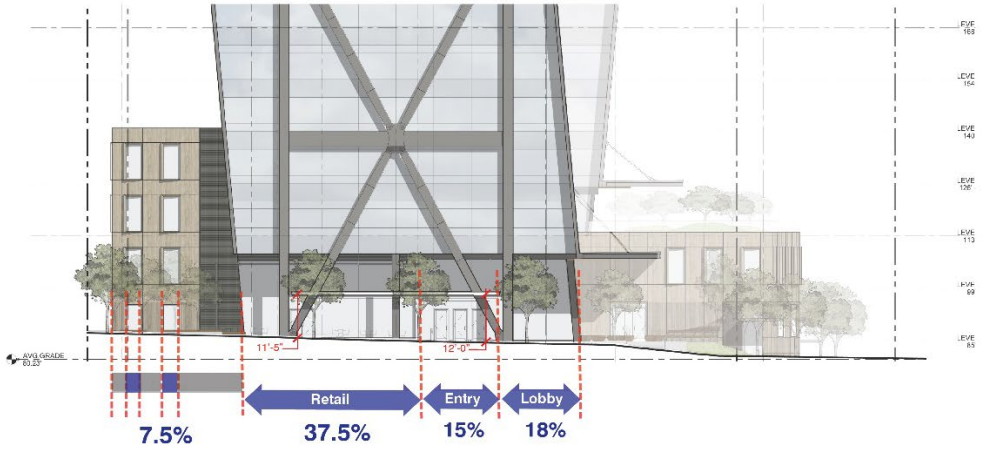
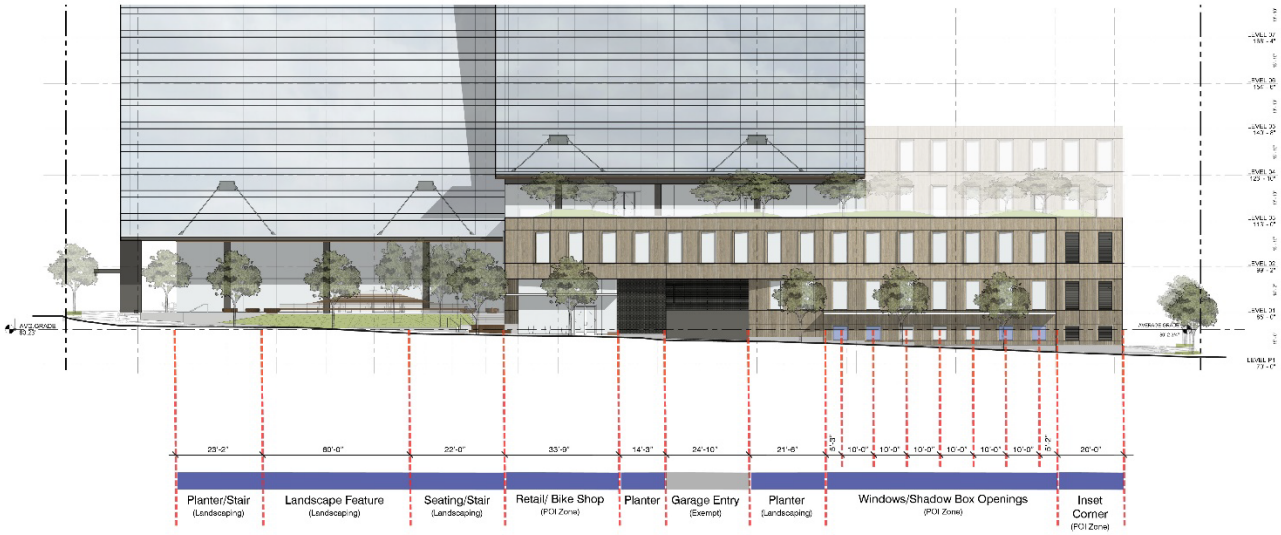


Figure iv. – R.O.W. Type C – Transparency (Elevation) – NE 2nd ST



112TH AVENUE NE
TYPE C ROW
75% Transparency Required
78% Provided

Figure V. – R.O.W. Type C – Transparency (Elevation) – 112th Ave NE



NE 2ND STREET
TYPE C ROW
75FT Points of Interest Maximum
60'-0" Max Provided

Figure Vi. – R.O.W. Type C – Points of Interest (Elevation) – NE 2nd Street

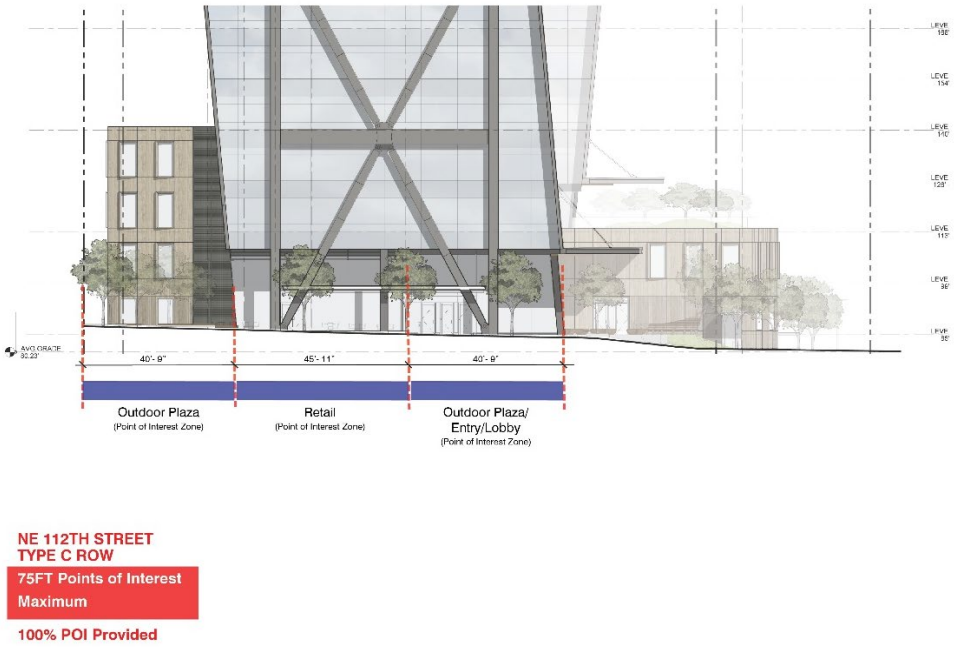


Figure Vii. – R.O.W. Type C – Points of Interest (Elevation) – 112th Ave NE

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive plan encourages logical building entrances; and, including public and semi-public open spaces in major developments. The design with the departure does just this—it signals discrete building entrances, allows for additional open spaces, and provides more generous sidewalk space for pedestrians. The design with the departure also provides a significant public space via the outdoor plaza offering weather protection over the over the public sidewalk; and a large, covered colonnade, seating, landscaping and other inviting amenities.

The design advances the following specific Comprehensive Plan policies:

+ UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
+ UD-4: Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features.
+ UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
+ UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
+ S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
+ UD-28: Integrate high-quality and inviting public and semi-public open spaces into major development.
+ UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
+ UD-50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

The Land Use Code's intent for weather protection is to protect pedestrians from wind, sun, and rain while allowing light to filter through to the occupants below. LUC 20.25A.170.A.2.a. The design with the departure advances the Land Use Code's intent because the width and depth of the proposed canopies exceeds the minimum dimension and provides additional weather protection for pedestrians. At the same time, the additional height of the colonnade and feature canopy in the outdoor plaza grant pedestrians additional breathing room, and light and air.

The Land Use Code's intent for transparency is to engage pedestrians while on the public sidewalk or adjacent right-of-way. The design with the departure advances the Land Use Code's intent because transparency of the retail/active use and lobby spaces wrap to the north and south, further engaging the public through active plaza spaces, creating more frontage with transparency bordering usable outdoor space. In combination with punched windows, landscape and building modulation enhance the pedestrian experience where large storefront glazing is inappropriate to the building functional needs and the adjacency to the freeway.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The design with the departure is consistent with the Comprehensive Plan and intent of the Land Use code noted above. The extent of weather protection proposed provides a significant amount of shelter where pedestrians are likely to be walking, waiting for mass transit and gathering.

The design with the departure is consistent with the Comprehensive Plan and intent of the Land Use code noted above. The Comprehensive Plan allows for above grade parking structures to depart from providing active use/transparency along this portion of 2nd Street. Given that the eastern half of the building at street level is service functions, screening these and providing enhances landscape/points of interests, etc. meet the intent of the code.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

Response:

The project design meets the intent of the standards and guidelines outlined in LUC 20.25A.170.B.3.b. See departure descriptions noted above.

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response: Not applicable.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111596 LD

Project Name: 200 112th Bellevue

Administrative Departure requested for LUC: 20.25A.170.B.4.b – 'D' ROW

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

114th Avenue NE is designated as a 'D' ROW.

Departure 4 – 'D' ROW Transparency & Points of Interest

20.25A.170.B.4.b
Standards and Guidelines

i. Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade; **(67.7% blank Wall, Departure requested, Figure i and ii)**

ii. Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; **(Exempt from requirement – weather protection provided along NE 2nd St and 112th Ave NE)**

iii. Points of Interest. Every 90 linear feet of façade, maximum ; **(Departure requested, figure iii)**; *and*

iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance. **(Complies with requirement)**

Response:
The building design meets the 'D' ROW standards and guidelines pertaining to points of interest, vehicular parking and weather protection. A departure is requested for transparency for portions of the type 'D' ROW along 114th Avenue as outlined below:

Transparency & Points of Interest: A departure is requested to allow for more "blank" façade than the minimum required by the guideline. The design has focused on optimizing the transparency on 112th and NE 2nd where there is more public benefit. The intent of the 'D' ROW is to provide interest for "residential" street frontages, which this portion of 114th Avenue NE is clearly not as the eastern side of the street is I-405. Additionally, along the full frontage of 114th the multi-modal path for both bicycles and pedestrians, located immediately adjacent to the east façade, anticipates a much different experience than a neighborhood street. East of the parking entry, toward 114th and I-405, the pedestrian foot traffic drops off dramatically. Because of the site's unique topography and the desire to place the large required public outdoor plaza along 112th Avenue, the building's service functions are located along the 114th Avenue frontage (loading, maintenance, transformer access, etc.) Providing good lighting and visibility is key to a secure urban environment, especially in the case of 114th where additional distraction could introduce a potential hazard for cyclists on the multimodal trail. The design presents a modulated/carved façade with a textured panel to provide visual relief and allow for safe movement between vehicles/pedestrians and bicycles. Please see the diagrams below:

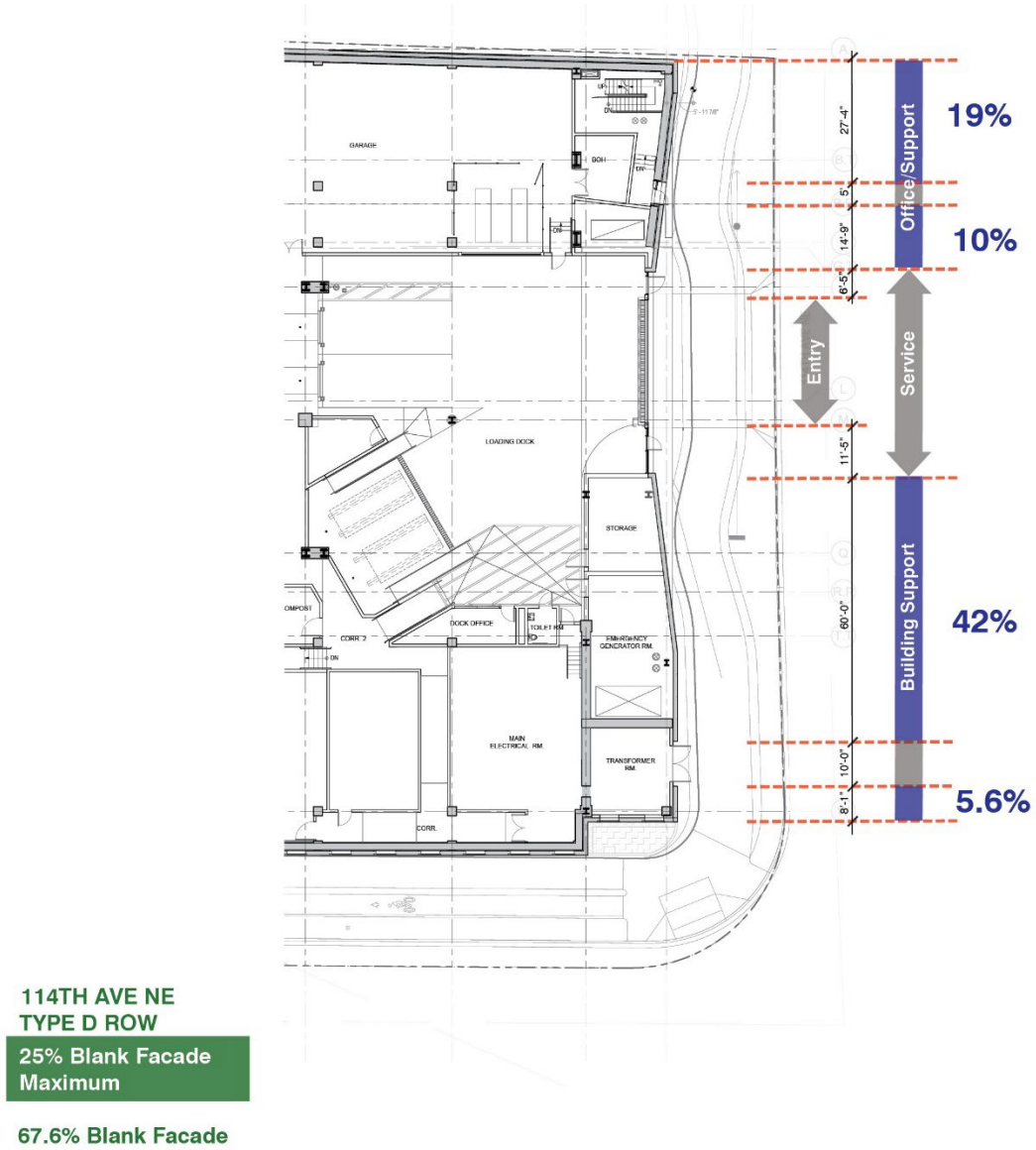
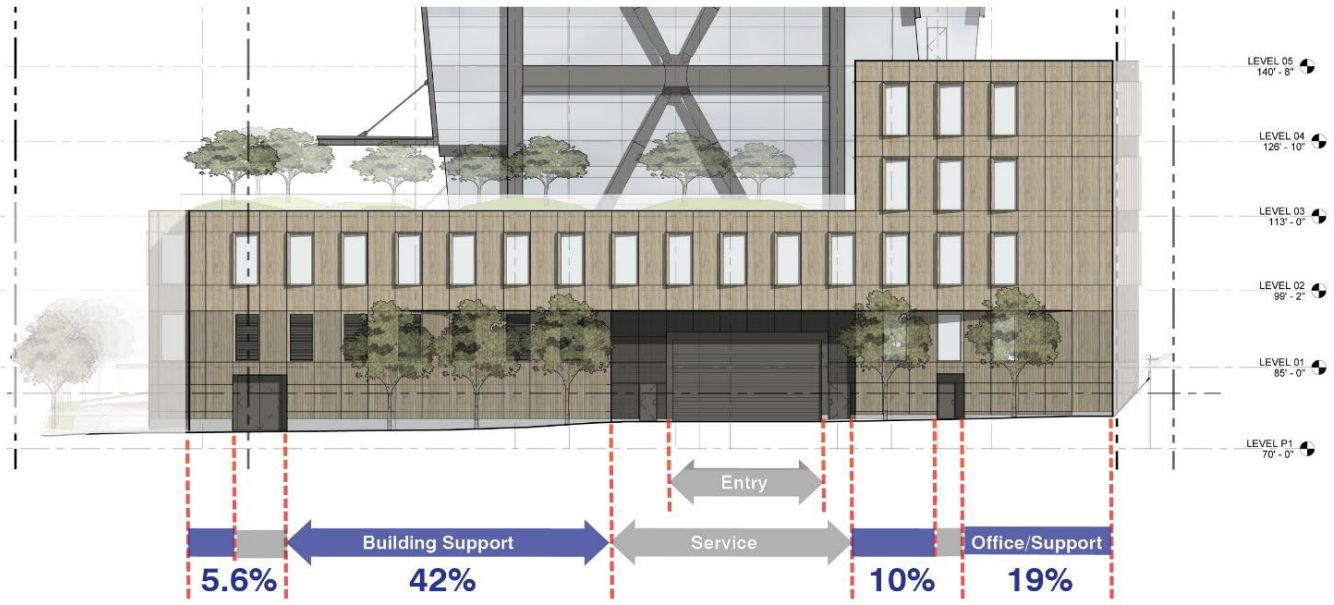


Figure i - R.O.W. Type D – Transparency



114TH AVE NE
TYPE D ROW

25% Blank Facade Maximum

67.6% Blank Facade

Figure ii - R.O.W. Type D – Transparency (Elevation)

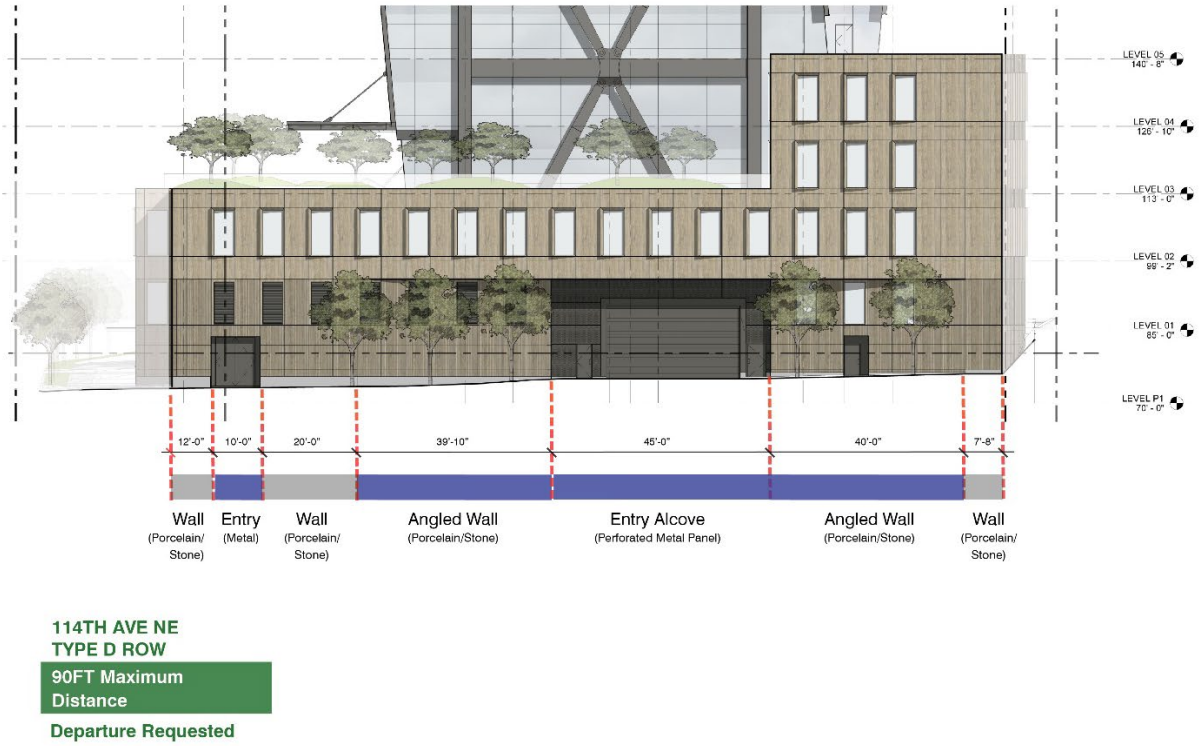


Figure iii - R.O.W. Type D – Points of Interest (Elevation)

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive Plan encourages superior design that improves the public realm.

The design advances the following specific Comprehensive Plan policies:

+ UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
+ UD-4: Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features.
+ UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
+ S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

The Land Use Code's intent to limited the amount of blank facades is to engage pedestrians while on the public sidewalk or adjacent right-of-way. In the case of 'D' ROWs, the code is intended for residential streets. The design with the departure advances the Land Use Code's intent because the frontage design is more appropriate to the uses and character of a multi-modal trail, creating a safe, well-lit environment for bicycles, pedestrians and limited vehicles. The combination of punched windows/screens, façade modulation, landscaping, lighting and high-quality building materials, the multi-modal experience is unified and appropriate to the building functional needs and the adjacency to the freeway.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The design with the departure is the minimum necessary to achieve consistency with the Comprehensive Plan and intent of the Land Use code noted above. Given that the eastern half of the building at street level provides for building service functions, screening these and providing enhances landscape/points of interests, etc. meet the intent of the code.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

Response:

The building design meets the special requirements associated with the new multi-module trail which runs along the 114th Avenue frontage of the property. The architecture and landscape design take great strides to provide for a safe and comfortable pedestrian and cyclist environment while also creating an interesting and engaging frontage via lighting, high quality materials, building modulation and landscape elements.

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response: Not applicable.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111596-LD

Project Name: 200 112th Ave NE

Administrative Departure requested for LUC: 20.25A.080.B (Downtown Parking Requirements)

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

Departure 5 – Reduced Parking Ratio

Response:
In the DT-OLB District, LUC 20.25A.080 requires a minimum parking supply of 2.5 stalls per 1,000 net square feet of office. Based on a detailed parking demand analysis included in the ADR submission, the project proposes to provide a minimum parking ratio of 1.68 stalls per 1,000 net square feet of office. Based on current project statistics (320,142 nsf of office), the minimum code-required parking supply for office is 800 stalls and the proposed minimum parking supply with this departure would be 539 stalls. See TENW Updated Request for Parking Modification Technical Memorandum, dated May 21, 2021.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

A reduced parking ratio will advance Comprehensive Plan goals and policies by minimizing single-occupancy vehicle ("SOV") trips while meeting the Project's parking demands. Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a goal of 65 percent non-SOV (35 percent SOV) mode share for Downtown workers by 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will allow the City to reach its non-SOV mode share target is to reduce the parking supply. Also, the Comprehensive Plan's Downtown goals and policies support a reduced parking ratio, including Policy S-DT-151, which states "[e]ncourage the joint use of parking and permit the limitation of parking supply."

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

The intent of the LUC is to allow reduced parking ratios when additional parking is unnecessary to meet demand. See LUC 20.25A.080.H. The TENW Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet demand.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

The TENW Request for Parking Modification Technical Memorandum provides data showing the minimum 1.68 parking ratio is calibrated to meet demand and is capable of being accomplished based on a proposed target SOV rate. The TENW Request for Parking Modification Technical Memorandum also provides additional information on extra, voluntary TMP measures the applicant would implement to ensure parking demand aligns with the proposed supply in the project. It should also be noted that the City has approved similar departures for other developments at lower ratios than what is being requested in this departure.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis that includes the following:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
b. Evidence in available planning and technical studies relating to the proposed use; or
c. Required parking for the proposed use as determined by other compatible jurisdictions.

The supporting analysis in the TENW Request for Parking Modification Technical Memorandum responds to the above information categories, providing data on the project's anticipated parking demand. Note that this Project does not include a Development Agreement.

MEMORANDUM

DATE: May 21, 2021

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Request for Parking Modification – Reduced Office Parking Ratio
200 112th Ave NE (20-111596 LD)
TENW Project No. 5972

This memorandum documents our updated parking study and request for a parking modification for the proposed 200 112th Ave NE project. This updates the information contained in our April 28, 2021 parking memorandum responding to the City's comments dated May 12, 2021.

Based on the justification provided in this updated study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of **1.68 stalls per 1,000 nsf**. Based on current project statistics (320,142 nsf of office), the minimum code-required parking supply for office is 800 stalls and the proposed minimum parking supply with this modification would be 539 stalls.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.5 parking stalls per 1,000 nsf of office (800 stalls) and a minimum of 2.0 stalls per 1,000 nsf of retail use in mixed development (currently 1,831 nsf or 4 stalls minimum). If restaurant is used, the DT-OLB District requires a minimum of 10.0 stalls per 1,000 nsf.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum parking ratio of **1.68 stalls per 1,000 nsf** of proposed office (539 stalls) which requires an Administrative Departure. The applicant is proposing to meet the City's minimum code requirements for retail.
- The applicant's proposed reduced parking ratio for office is supported by the following key parking demand analysis findings:
    - A parking demand study was conducted at seven existing downtown Bellevue office buildings. Based on the data collected in 2018, the average peak parking demand at the seven sites was calculated to be 1.69 vehicles/1,000 nsf. Breaking the data down further, the average peak parking demand rate for the sites in the immediate vicinity of the Bellevue Transit Center was 1.46 vehicles per 1,000 nsf, while the average for sites located further from the Transit Center was 2.01 vehicles per 1,000 nsf. While this data set is likely not sufficient to determine a precise correlation between parking demand and relative distance to the Transit Center, it generally supports the hypothesis that parking ratios are likely to be lower the closer the site is to a major transit hub. Notably, this data does not account for the presence of Light Rail Transit which will open in 2023 with two new stations within 1/4

mile of the project site. Considering this, and the fact that 5 out of the 7 existing buildings had parking demand ratios that were lower than 1.68 stalls per 1,000 nsf, the proposed target ratio of 1.68 for this project is reasonable.

- The parking demand calculations for the existing buildings included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates.
- The overall utilization of the parking garages at the seven existing office buildings during the peak period averaged 70 percent occupancy. This equates to 1,314 empty parking stalls across the seven buildings and demonstrates that office parking is currently oversupplied in Downtown Bellevue.
- The peak parking demand observed at the seven existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office commercial uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these commercial uses (office and non-office, short and long-term parking). For comparison, the proposed 200 112th Ave NE project will have a much lower percentage of non-office commercial space and a target parking ratio of 1.68. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.
- The 200 112th Ave NE site is and will be well served by transit and non-motorized facilities which reduce vehicle use and support a lower parking ratio for this project. The Bellevue Transit Center, the City's main transit hub, is located within 1/3 mile of the site to the north. The opening of East Link Light Rail in 2023 will continue to encourage non-SOV travel and will significantly increase transit capacity in Downtown Bellevue. The site is located within 1/4 mile of two of the future light rail stations (Bellevue Downtown Station to the north at 112th Ave NE/NE 6th Street, and the East Main Station at 112th Ave NE/Main Street. Bus stops serving 2 Metro transit routes will be maintained immediately adjacent to the site on 112th Ave NE which provide links to the Bellevue Transit Center and both future light rail stations. New and/or improved pedestrian and bike facilities are being constructed with this project to add to the existing infrastructure in Downtown. In addition, the project will include extensive on-site bicycle amenities for workers including bike lockers, storage for bicycles, shower facilities, and a possible bike shop.
- The most recent Commute Trip Reduction (CTR) survey mode split data for all of Downtown Bellevue showed an average Single Occupant Vehicle (SOV) mode share of approximately 50 percent. Based on vehicle occupancy assumptions, the current CTR mode-split data results in an estimated peak office parking demand rate of 1.89 vehicles per 1,000 nsf. Based on the seven downtown Bellevue study sites included in our parking demand study

and using the same vehicle occupancy assumptions, an observed peak parking demand rate of 1.69 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 44 percent. A project-specific target parking ratio of 1.68 stalls per 1,000 nsf for the 200 112th Ave NE project also results in an SOV rate goal of 44 percent.

- The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand. Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. To support the proposed target parking ratio for this development, the applicant is willing to adopt a more aggressive SOV mode share goal as well as implement additional measures beyond the standard measures required by code (all Baseline Elements, more than one Tier 1 Element, and more than two Tier 2 Elements). The SOV mode share goal and specific TMP measures will be further reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy.
- For comparison, a review of minimum required office parking ratios in other local jurisdictions in downtown areas shows a range in required parking ratios between zero and 3.46 stalls per 1,000 nsf. All of the jurisdictions with the exception of Seattle would be considered less dense and more suburban than Downtown Bellevue with less access to transit. It is notable that Seattle and Renton have chosen to eliminate parking minimums from their code requirements for office uses in downtown zones, which is a growing trend around the nation.
- Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Based on the justification provided in this updated study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of **1.68 stalls per 1,000 nsf**. Based on current project statistics (320,142 nsf of office), the minimum code-required parking supply for office is 800 stalls and the proposed minimum parking supply with this modification would be 539 stalls.

Project Description

The proposed 200 112th Ave NE project would be located on the northeast corner of 112th Ave NE/NE 2nd Street. Based on current project statistics, the project includes 320,142 net square feet (nsf) of office space. Additional land uses include approximately 1,831 net square feet of retail space. All parking would be provided in a below-grade parking garage. A preliminary site plan is included as **Attachment A**.

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The 200 112th Ave NE site is located within the DT-OLB Land Use District. The image below shows the minimum parking requirements for office and restaurant/retail uses in the DT-OLB District.

Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts			
		-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/ Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services: Without Fixed Stations With Fixed Stations	per 1,000 nsf per station	 2.0 0.7	 2.0 2.0	 2.0 1.0	 3.0 1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0
o. Senior Housing: Nursing Home Senior Citizen Dwelling or Congregate Care	 per patient bed per living unit	 0.4 0	 0.8 1.0	 0.4 0.33	 0.8 1.0

nsf = net square feet (see LUC 20.50.036)

As shown above, the DT-OLB District requires a minimum parking supply ratio of 2.5 parking stalls per 1,000 nsf of office and 2.0 stalls per 1,000 nsf retail use in a mixed development (if a restaurant is proposed, the minimum parking supply ratio would be 10.0 stalls per 1,000 nsf).

It should be noted that the City of Bellevue parking calculations are based on net square feet (nsf) as defined per the land use code definition below.

> ***Net Square Feet.*** *The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.*

For the purpose of this parking analysis, gross square feet (gsf) or gross floor area (gfa) needed to be converted to net square feet (nsf) to provide a consistent measurement of square footage. Based on TENW discussions with local architects, net square footage for traditional office buildings is typically expected to be approximately 80 to 85 percent of gross square footage. Therefore, a factor of 82.5% (0.825) was used to convert gsf to nsf where only gsf or gfa measurements were available.

City of Bellevue Municipal Code section 20.25A.080.H provides the Director the authority to modify the minimum parking ratios based on a parking demand analysis including but not limited to:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
b. Evidence in available planning and technical studies relating to the proposed use; or
c. Required parking for the proposed use as determined by other compatible jurisdictions.

Proposed Parking Modification

The applicant is proposing to provide a minimum parking ratio of 1.68 stalls per 1,000 nsf of proposed office which requires an Administrative Departure. The applicant will meet the City's minimum code requirements for restaurant/retail parking.

As justification for a reduced office parking ratio for the proposed 200 112th Ave NE project, the following parking analysis includes:

- A parking demand study documenting a conservative estimate of the overall parking demand ratio at similar downtown office buildings, reflecting existing conditions where Light Rail Transit is not yet open
- A discussion of new and existing transit and non-motorized facilities that support non-SOV travel modes, including the nearby Bellevue Transit Center, the city's main transit hub, as well as two nearby Light Rail Transit stations opening in 2023
- An analysis of how existing and future mode splits affect parking demand
- Proposed Transportation Management Plan (TMP) measures that support the proposed parking ratio
- A comparison of required parking ratios for office uses in other local jurisdictions
- A discussion of adopted Comprehensive Plan policies that align with reduced parking requirements

Downtown Bellevue Office Parking Demand Study

A parking demand study was conducted at seven downtown Bellevue office buildings. The study sites included buildings where the primary use was office (sites with a significant amount of non-office use such as retail shopping center uses were excluded). The study sites were categorized into two groups: sites in the immediate vicinity of the Bellevue Transit Center, and sites located greater than approximately 500 feet from the Bellevue Transit Center.

Analysis Approach

The following tasks were conducted for the parking study:

1. Based on Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) parking publications (ITE *Parking Generation* and ULI *Shared Parking*), the peak office parking demand is expected to occur before and after lunch on a typical weekday. To capture the peak office parking demand, the number of occupied parking stalls within the parking garages for each site were recorded between approximately 10 and 11 AM and between 2 and 3 PM.
2. Data was collected on two weekdays (Tuesday and Thursday).
3. A parking demand rate per 1,000 nsf of office space was derived separately for each building with conservative adjustments to account for building occupancy.

Parking Counts

Weekday parking counts were conducted at the following seven downtown Bellevue office buildings.

Office Buildings in Immediate Vicinity of the Bellevue Transit Center:

1. Symetra (777 108th Ave NE)
2. Concur/Key Center (601 108th Ave NE)
3. City Center (500 108th Ave NE)
4. One Bellevue Center (411 108th Ave NE)

Office Buildings Greater than ~500 feet from the Bellevue Transit Center:

5. Amazon – Everest (425 106th Ave NE)
6. Civica (225 108th Ave NE)
7. Columbia West (155 108th Ave NE)

Counts of parked vehicles were conducted by TENW staff during the morning and afternoon peaks. A summary of the counts of parked vehicles at the office buildings is included in **Attachment B**.

Counts at the seven study sites conservatively included all vehicles parked within the parking garages, even though some vehicles were associated with non-office uses like on-site retail and restaurant uses. In addition, the counts at the Symetra building included 11 reserved parking stalls in the Barnes & Noble surface parking lot that are signed for Symetra carpool/vanpool parking.

Parking Supply & Demand Rates

Based on the counts at the office buildings, peak parking demand rates were calculated in terms of parked vehicles per 1,000 nsf of office (gross square feet of office per King County parcel data was factored to

estimate net square feet). The square footage used in the calculation does not include on-site non-office uses such as retail, restaurants, and banks, even though parking associated with these uses was included in the demand analysis, resulting in a conservative approach. Demand rates were factored to account for building occupancy based on the amount of advertised office spaces for lease in each building at the time of the counts. By adjusting for occupancy, the peak parking demand ratios conservatively assume 100 percent occupancy. Table 1 summarizes the parking supply ratios and the observed peak parking demand rates for the office buildings.

Table 1
Summary of Parking Supply & Demand Rates

Office Building	Address	Office Area (nsf)	Parking Supply Ratio (stalls per 1,000 nsf)	Observed Peak Parking Demand Rate (veh per 1,000 nsf)
Sites in Immediate Vicinity of Bellevue Transit Center				
Symetra [1]	777 108th Ave NE	362,034	1.57	1.73
Concur/Key Center	601 108th Ave NE	384,866	2.12	1.45
City Center	500 108th Ave NE	389,002	1.84	1.37
One Bellevue Plaza	411 108th Ave NE	298,073	1.51	1.27
			Average	*1.46*
Sites Greater than ~500' from Bellevue Transit Center				
Amazon – Everest	425 106th Ave NE	307,732	2.27	1.35
Civica	225 108th Ave NE	242,264	3.69	3.11
Columbia West	155 108th Ave NE	115,070	2.23	1.56
			Average	*2.01*
			Downtown Average =	**1.69**

[1] The Symetra building shows a peak demand that exceeds the supply ratio. This is partially due to a valet program that allows demand to exceed the marked supply. In addition, because the demand ratio is factored to account for full occupancy of the building, the ratio is not constrained by supply.

As shown in Table 1, the average peak parking demand at the seven sites was calculated to be 1.69 vehicles/1,000 nsf. Breaking the data down further, the average peak parking demand rate for the sites in the immediate vicinity of the Bellevue Transit Center was 1.46 vehicles per 1,000 nsf, while the average for sites located further from the Transit Center was 2.01 vehicles per 1,000 nsf. While this data set is likely not sufficient to determine a precise correlation between parking demand and relative distance to the Transit Center, it generally supports the hypothesis that parking ratios are likely to be lower the closer the site is to a major transit hub. Notably, this data does not account for the presence of Light Rail Transit which will open in 2023 with two new stations within 1/4 mile of the project site. Considering this, and the fact that 5 out of the 7 existing buildings had parking demand ratios that were lower than 1.68 stalls per 1,000 nsf, the proposed target ratio of 1.68 for this project is reasonable.

The parking demand calculations for the existing buildings included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. The detailed parking supply and demand calculations are included in Attachment C.

The following are additional observations from the parking counts:

1. The overall peak utilization of the parking garages averaged 70 percent occupancy.
2. Across all 7 buildings, there were 1,314 empty parking stalls during the peak period. This is enough surplus parking to supply a 782,000 square foot (nsf) office building at a ratio of 1.68 stalls per 1,000 nsf.

This study demonstrates that office parking is currently oversupplied in Downtown Bellevue.

Non-Office, Visitor, and Guest Parking

The peak parking demand observed at the seven existing office buildings in our study included all short-term and long-term parking stalls including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office commercial space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these uses (office and non-office, short and long-term parking). For comparison, the proposed 200 112th Ave NE project will have a much lower percentage of non-office commercial space and a target parking ratio of 1.68. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio

New and Existing Transit & Non-Motorized Facilities

The 200 112th Ave NE site is and will be well served by transit and non-motorized facilities which encourage reduced vehicle use and support a lower parking ratio for this project.

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. Bus stops serving 2 Metro transit routes (Route 240 and 342) will be maintained immediately adjacent to the site on 112th Ave NE which provide links to the Bellevue Transit Center and both future light rail stations. The Bellevue Transit Center, the City's main transit hub, is located within 1/3 mile of the site to the north and provides access to 20 local and regional routes. The East Link Light Rail Extension is expected to open in 2023 and will give riders a fast, frequent, and reliable connection from Downtown Bellevue to Redmond, Overlake, Downtown Seattle, Sea-Tac Airport, the University of Washington, and beyond. The site is located within 1/4 mile of two of the future light rail stations (Bellevue Downtown Station to the north at 112th Ave NE/NE 6th Street, and the East Main Station to the south at 112th Ave NE/Main Street. Light rail will provide a significant increase in transit capacity in Downtown Bellevue which is necessary if the City is to reach their non-SOV mode share target of 65 percent (35 percent SOV).

The project will provide new and/or wider sidewalks on all street frontages as well as construct a protected bike lane on NE 2nd Street and a multimodal path along 114th Ave NE. These pedestrian and bike improvements on the site will connect to existing and future sidewalks and bike facilities that are provided and/or planned throughout Downtown Bellevue. In addition, the project will include extensive on-site bicycle amenities for workers including bike lockers, storage for bicycles, shower facilities, and a possible bike shop.

Effects of Mode Split on Office Parking Demand

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. The following section provides a methodology to correlate parking demand rates to mode split and SOV rates. The SOV rate is the primary measurement of program effectiveness used by the City of Bellevue in their

Transportation Management Programs (TMPs). Therefore, by correlating parking demand rates to SOV rates, we are effectively linking parking demand to the TMP program and guiding the establishment of a specific TMP mode share goal for this project.

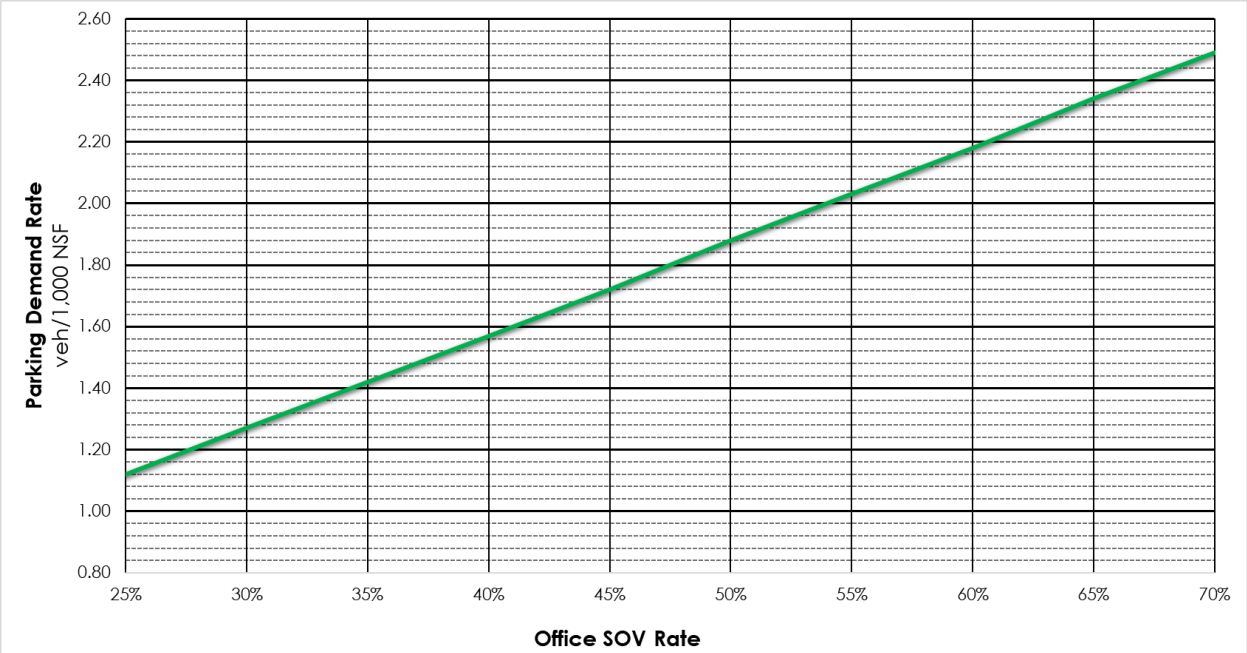
There are two primary sets of mode split data that are available in Downtown Bellevue. Census data (American Community Survey 5-Year Estimates) and Washington State Commute Trip Reduction (CTR) Survey data. Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. CTR law only applies to companies with at least 100 workers that arrive at a site between 6 and 9 AM. Although only a subset of downtown Bellevue workers, workers at CTR companies tend to be office workers which aligns well with the scope of this parking study. Therefore, the most recent Washington State CTR Survey Data (2017-2018) for Downtown workers was used (as provided by the City of Bellevue Transportation Department).

The most recent CTR survey mode split data for all of Downtown Bellevue showed an average SOV mode share of approximately 50 percent SOV. The survey data also provided percent bus, carpool, telework, walk, bike, etc. TENW used this information to develop a parking demand estimate for this specific CTR mode split using the following steps (see Attachment D for detailed calculations):

1. Using only travel modes that involve vehicles that require parking spaces (SOV, carpool, motorcycle, vanpool, etc.) simple average vehicle occupancy (AVO) assumptions were applied that convert persons to vehicular parking demand for each mode of travel. For example, the CTR data showed 7.4 percent carpools. If we assume an average AVO of 2 persons per carpool vehicle (most conservative assumption), then the number of vehicles estimated would be 3.70 vehicles (7.4 people @ 2 persons per vehicle).
2. The estimated parking demands from all vehicular travel modes were then added together, resulting in the total number of vehicles parked per 100 people. For example, using the CTR mode split, the total parking demand per 100 people was estimated to be 55.5 vehicles.
3. The ITE *Parking Generation Manual* (5th Edition, 2019) publishes peak parking demand rates observed at office buildings throughout the United States. The average peak parking utilization for sites located in a Dense Multi-Use Urban setting is 1.63 vehicles per 1,000 gsf. Based on the ITE peak parking rate per employee for the same use, 0.58 vehicles per employee is anticipated. Therefore, a peak parking demand rate of 1.63 vehicles per 1,000 gsf in ITE correlates to a peak parking demand rate of 58 vehicles per 100 people.
4. Applying the ratio of CTR parking demand to ITE parking demand per 100 people (55.5/58.0) to the ITE parking rate of 1.63, an ITE "mode-adjusted" parking rate of 1.56 vehicles per 1,000 gsf was calculated.
5. In order to compare the ITE mode-adjusted parking rate (based on gross square feet) to City of Bellevue parking ratios that are based on net square feet, the ratio was divided by 0.825 which results in an estimated parking demand rate of 1.89 vehicles per 1,000 nsf. This is the estimated peak parking demand ratio associated with the latest CTR Survey data.

The methodology described in the preceding steps can be performed in reverse if the parking demand ratio is given, and the objective is to determine a target SOV rate. This process was utilized to estimate the average SOV rate associated with the existing parking demand observed at the 7 study sites in downtown

Bellevue (44 percent SOV results in 1.69 vehicles per 1,000 nsf). Likewise, the proposed target parking demand ratio of 1.68 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 44 percent. A chart that illustrates the relationship between parking demand rates and office SOV rates based on our methodology is included below.



A summary of estimated office parking demand rates associated with the SOV mode share assumptions for 3 scenarios are shown in Table 2. Detailed parking/mode split calculations for these 3 scenarios are included in Attachment D.

Table 2
Office Parking Demand Rates vs SOV Mode Shares

Scenario	SOV Mode-Split	Parking Demand Rate (veh per 1,000 nsf)
Existing CTR Data (2017-2018) – Downtown Bellevue Average	50%	1.89
Estimated SOV Mode Share at 7 Parking Study Sites in Downtown Bellevue	44%	1.69
Estimated SOV Mode Share to Achieve Target Parking Ratio	**44%**	**1.68**

Transportation Management Program

The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue's *TMP Implementation Guidelines* require the owner of a building to establish an SOV mode share goal. The goal can either be equal to the average CTR SOV mode share for Downtown Bellevue worksites (average of the most recent 3 measurement cycles, currently 51 percent SOV), or equal to the Comprehensive Plan Target Level (35 percent SOV maximum). For the 200 112th Ave NE project, the proposed minimum parking ratio for office of 1.68 is likely to be achieved if the SOV rate reaches approximately 44 percent.

Bellevue's *TMP Implementation Guidelines* require certain elements be included in all TMPs. In addition to these baseline elements, the owner is required to choose additional elements from a list of Tier 1 and Tier 2 elements (Tier 1 = higher impact, Tier 2 = lower impact). For Office buildings 50,000 gross square feet (gsf) and larger, the owner must choose at least one Tier 1 element and at least two Tier 2 elements. Required baseline Elements, Tier 1 Element options, and Tier 2 Element options are shown on the next page. More detailed descriptions of the TMP elements are included in the City's TMP Implementation Guidelines in Attachment E.

To support the proposed target parking ratio for this development, the applicant is willing to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard measures required by code (all Baseline Elements, more than one Tier 1 Element, and more than two Tier 2 Elements). The SOV mode share goal and specific TMP measures will be further reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy.

Required TMP Elements
(Source: City of Bellevue TMP Implementation Guidelines 7/1/20)

	Required Baseline Elements
1	Post information
2	Distribute information
3	Provide building transportation coordinator
4	Leases in which tenants are required to participate in periodic surveys
5	Identify parking cost as a separate line item in tenant leases
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.
7	Submit periodic report describing implementation of TMP provisions

	Tier 1 Element Options (higher-impact)
8	Provide financial incentive
9	Provide shuttle van/bus service
10	Provide flexible parking options
11	Daily Only Parking

	Tier 2 Element Options (lower-impact)
12	Provide guaranteed ride home
13	Provide preferential HOV parking
14	Conduct annual transportation options event
15	Provide secure, covered bicycle parking
16	Provide shower facilities
17	Provide off-street passenger loading area
18	Provide parking on-site for carshare vehicles
19	Annual TMP services contract with Transportation Management Association

Note: Offices Buildings 50,000 gsf and larger are required to implement all Baseline Elements, at least one Tier 1 Element, and at least two Tier 2 elements.

Office Parking Ratios in Other Jurisdictions

For comparison, a review of minimum required office parking ratios in other nearby jurisdictions in downtown areas was conducted. Table 3 summarizes our findings.

Table 3
Required Downtown Office Parking Ratios in Other Jurisdictions

	Minimum Parking Stalls Required	
Jurisdiction	Code Requirement	Stalls per 1,000 Net Sq. Ft.[5]
Redmond [1]	2 per 1,000 gsf	2.42 per 1,000 nsf
Kirkland [2]	1 per 350 gsf	3.46 per 1,000 nsf
Renton [3]	*None Required*	*None Required*
Seattle [4]	*None Required*	*None Required*

1. Per RZC 21.10 (Downtown Urban Center) and RZC 21.12 (Overlake Urban Center)
2. Per KZC Chapter 50 (Central Business District (CBD) Zones)
3. Per RMC 4-4-080(F)10.d (Center Downtown (CD) Zone)
4. Per SMC 23.49.019 (Downtown Zoning)
5. Stalls per 1,000 gross square feet (gsf) factored by 1/0.825

As shown in Table 3, the minimum required downtown office parking ratios in other nearby jurisdictions ranges from zero to 3.46 stalls per 1,000 nsf. All of these jurisdictions except Seattle are much more suburban than downtown Bellevue with significantly less access to transit. Although Redmond, Kirkland, and Renton contain "urban center" designations, none of them allow development to exceed 12 stories and height limits are more commonly 5 to 7 stories. The density allowed on the 200 112th Ave NE site in downtown Bellevue is more comparable to the urban density in downtown Seattle than the density in these other suburban jurisdictions. It is also notable that Seattle and Renton have chosen to eliminate parking minimums for office uses in their Downtown zones, which is a growing trend around the nation.

Comprehensive Plan Analysis

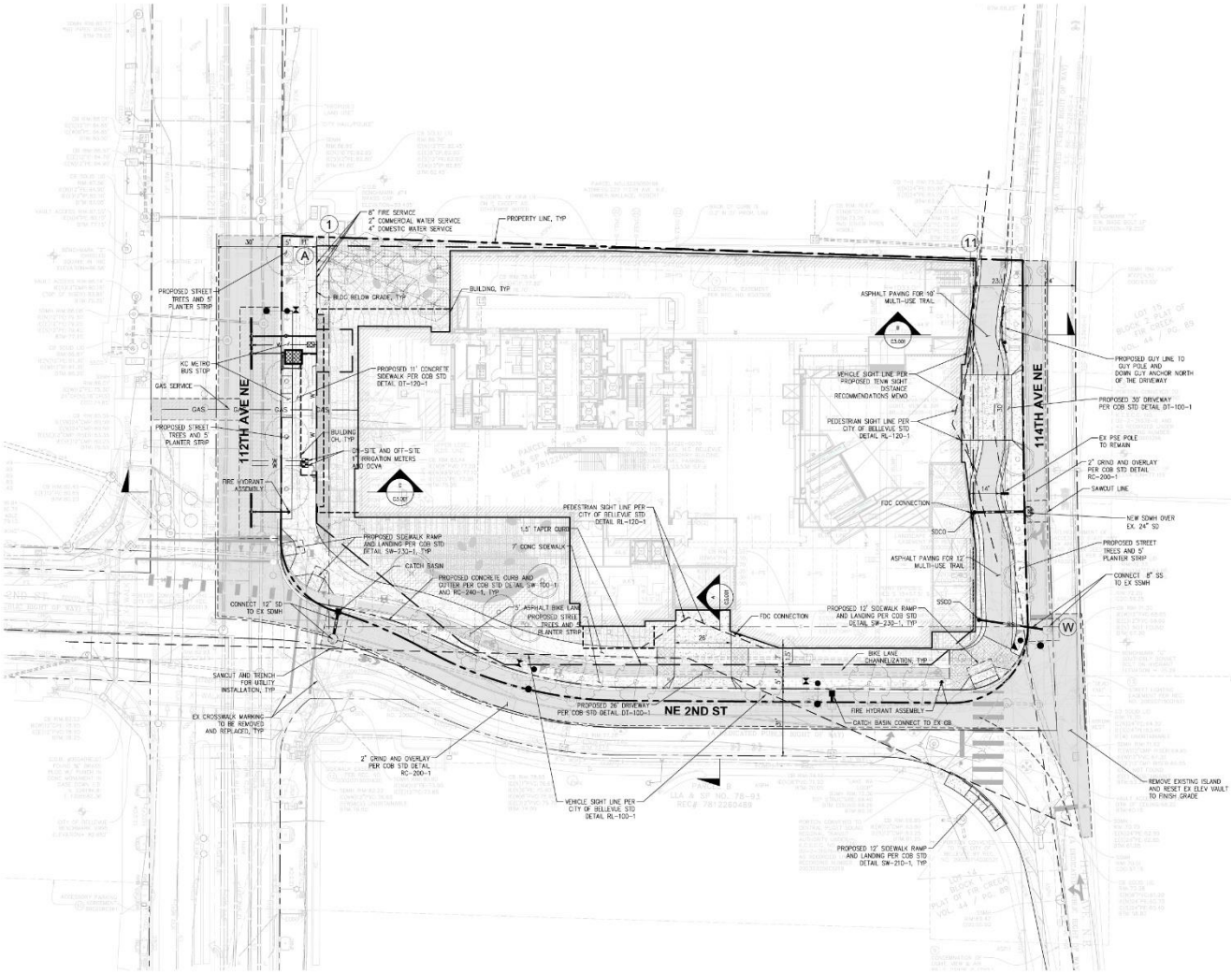
Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Request for Parking Modification

Based on the justification provided in this updated study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.5 stalls per 1,000 net square feet (nsf) to a minimum of 1.68 stalls per 1,000 nsf. Based on current project statistics (320,142 nsf of office), the minimum code-required parking supply for office is 800 stalls and the proposed minimum parking supply with this modification would be 539 stalls.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Pete Aparico and Rebecca Bloom, Columbia Pacific Advisors
Kay Compton and Ka-Chung Kwok, Compton Design Office



Attachment A: Preliminary Site Plan

N
NOT TO SCALE

ATTACHMENT B

Local Parking Study Count Data
Downtown Bellevue

Parking Study Summary - Counts vs. Supply

			Parked Vehicles Observed[1]									
			10:00 AM			2:00 PM						
Building	**Site Address**	**Stall Type**	**Tuesday**	**Thursday**	**2-Day Average**	**Tuesday**	**Thursday**	**2-Day Average**	**Peak Demand**	**Parking Supply**	**% Occupied**	**# of Empty Stalls**
Concur/Key Center	601 108TH AVE NE	General	505	515		523	505			787		
		Visitor	11	10		11	14			17		
		Bank	10	4		9	6			10		
		Delivery	1	2		3	1			2		
		Motorcycle	1	0		2	0			-		
		TOTAL	528	531	**530**	548	526	**537**	**537**	**816**	**66%**	**279**
Symetra	777 108TH AVE NE	General	416	405		387	383			422		
		Visitor	8	18		12	17			21		
	Barnes&Noble Site	Symetra Reserved	8	8		8	7			11		
		Delivery	2	3		2	1			3		
		Valet	108	132		95	108			111		
		Motorcycle	1	2		1	2			-		
		TOTAL	543	568	**556**	505	518	**512**	**556**	**568**	**98%**	**12**
City Center	500 108TH AVE NE	General	513	451		496	437			647		
		Visitor	25	25		21	23			59		
		Retail	2	2		3	3			3		
		Bank	0	0		1	0			4		
		Delivery	1	0		0	0			3		
		TOTAL	541	478	**510**	521	463	**492**	**510**	**716**	**71%**	**206**
One Bellevue Center	411 108TH AVE NE	General	266	351		292	335			329		
		Visitor	8	7		7	6			9		
		Bank	2	2		2	1			2		
		Monthly	95	-		86	-			110		
		Motorcycle	2	0		1	0			-		
		TOTAL	373	360	**367**	388	342	**365**	**367**	**450**	**82%**	**83**
All Sites		General	1,915	1,864	**1,890**	1,891	1,777	**1,834**		2,417		**2,417**
		Visitor/Delivery	56	65	**61**	56	62	**59**		114		**114**
		Retail/Bank	14	8	**11**	15	10	**13**		19		**19**
		TOTAL	1,985	1,937	**1,961**	1,962	1,849	**1,906**	**1,970**	**2,550**	**77%**	**580**

Notes:

1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/30/18 and Thursday 11/1/18

Parking Study Summary - Counts vs. Supply

			Parked Vehicles Observed[1]									
			10:00 AM			2:00 PM						
Building	**Site Address**	**Stall Type**	**Tuesday**	**Thursday**	**2-Day Average**	**Tuesday**	**Thursday**	**2-Day Average**	**Peak Demand**	**Parking Supply**	**% Occupied**	**# of Empty Stalls**
Amazon - Everest Bldg (fmr Centre 425)	425 106th Ave NE	General	286	283		315	322			**663**		
		Bank	12	8		14	11			**25**		
		Visitor	1	1		0	1			**10**		
		TOTAL	299	292	**296**	329	334	**332**	**332**	**698**	**48%**	**366**
Civica	225 108TH AVE NE	General	610	561		619	607			**895**		
		Motorcycle	5	4		4	4			-		
		TOTAL	615	565	**590**	623	611	**617**	**617**	**895**	**69%**	**278**
Columbia West	155 108th Ave NE	General	157	177		159	173			**257**		
		TOTAL	157	177	**167**	159	173	**166**	**167**	**257**	**65%**	**90**

Notes:

1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/23/18 and Thursday 10/25/18

ATTACHMENT C

Parking Supply and Demand Rate Calculations

Office Parking Supply Rates

		A	B	C = A X B	D	E = D/C X 1,000
		Office Building Area				
Office Building	Site Address	Gross SF [1]	Gross to Net SF Factor[2]	Net SF (estimated)	Parking Supply (stalls) [3]	Parking Supply Ratio (stalls per 1,000 Net SF)
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	816	2.12
Symetra[4]	777 108TH AVE NE	438,829	82.5%	362,034	568	1.57
City Center	500 108TH AVE NE	471,517	82.5%	389,002	716	1.84
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	450	1.51
					Average =	**1.76**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking supply as counted and confirmed by TENW
4. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

Office Parking Supply Rates

		A	B	C = A X B	D	E = D/C X 1,000
		Office Building Area				
Office Building	Site Address	Gross SF [1]	Gross to Net SF Factor[2]	Net SF (estimated)	Parking Supply (stalls) [3]	Parking Supply Ratio (stalls per 1,000 Net SF)
Amazon - Everest [4]	425 106th Ave NE	373,009	82.5%	307,732	698	2.27
Civica	225 108TH AVE NE	293,653	82.5%	242,264	895	3.69
Columbia West	155 108th Ave NE	139,479	82.5%	115,070	257	2.23
					Average =	**2.73**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking supply as counted and confirmed by TENW
4. Parking supply at Amazon-Everest includes dedicated bank parking stalls.

Office Parking Demand Rates

		A	B	C = A X B	D	E	F = D/(C X E) X 1,000
		Office Building Area					
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Observed Peak Parking Demand (vehicles) [3]**	**Vacancy Factor[4]**	**Parking Demand Ratio[5] (vehicles per 1,000 Net SF)**
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	537	96%	1.45
Symetra[6]	777 108TH AVE NE	438,829	82.5%	362,034	556	89%	1.73
City Center	500 108TH AVE NE	471,517	82.5%	389,002	510	96%	1.37
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	367	97%	1.27
						Average =	**1.46**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking demand is the peak 2-day average of counts conducted at 10:00 AM and 2:00 PM in October/November 2018.
4. Vacancy factor based on vacant office spaces as advertised on Broker websites
5. Parking demand ratio assumes 100% occupancy
6. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

Office Parking Demand Rates

		A	B	C = A X B	D	E	F = D/(C X E) X 1,000
		Office Building Area					
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Observed Peak Parking Demand (vehicles) [3]**	**Vacancy Factor[4]**	**Parking Demand Ratio[5] (vehicles per 1,000 Net SF)**
Amazon - Everest	425 106th Ave NE	373,009	82.5%	307,732	332	80%	1.35
Civica	225 108TH AVE NE	293,653	82.5%	242,264	617	82%	3.11
Columbia West	155 108th Ave NE	139,479	82.5%	115,070	167	93%	1.56
						Average =	**2.01**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking demand is the peak 2-day average of counts conducted at 10:00 AM and 2:00 PM in October 2018.
4. Vacancy factor for Amazon-Everest provided by building management. Vacancy factor for others based on vacant office spaces as advertised on Broker websites
5. Parking demand ratio assumes 100% occupancy

ATTACHMENT D

Office Parking Demand vs. Mode Split Calculations

PARKING RATIO BASED ON CURRENT CTR MODE SPLIT (50% SOV = 1.89 STALLS/1,000 NSF)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey
Drive alone (non-motorcycle)	**50.4%**
Bus	23.8%
Carpool	7.4%
Teleworked	7.9%
Walk	4.3%
Vanpool	2.4%
Bicycle	1.1%
Motorcycle (1 person)	0.5%
Train/light rail/streetcar	0.5%
Compressed work week day off	0.2%
Ferry as a walk-on passenger	0.2%
Ferry with a vehicle	0.1%
Motorcycle (2 or more people)	0.0%
Other	1.1%
TOTAL	99.9%

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	50.4	1	50.4
Carpool	7.4	2	3.7
Motorcycle (1 person)	0.5	1	0.5
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.4	3	0.8
Non-Vehicle and Transit	39.2	-	0.0
	100.0		55.5

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	55.5	1.56
GFA to Net SF Factor[3]			82.5%
Bellevue CBD Average CTR Rate per 1,000 Net SF[4]			**1.89**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

DOWNTOWN PARKING STUDY SITES ESTIMATED SOV RATE (1.69 STALLS/1,000 NSF = 44% SOV)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate based on 1.69
Drive alone (non-motorcycle)	**50.4%**	**44.0%**
Bus	23.8%	26.9%
Carpool	7.4%	8.4%
Teleworked	7.9%	8.9%
Walk	4.3%	4.9%
Vanpool	2.4%	2.7%
Bicycle	1.1%	1.2%
Motorcycle (1 person)	0.5%	0.6%
Train/light rail/streetcar	0.5%	0.6%
Compressed work week day off	0.2%	0.2%
Ferry as a walk-on passenger	0.2%	0.2%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other	1.1%	1.2%
TOTAL	99.90%	99.90%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	44.0	1	44.0
Carpool	8.4	2	4.2
Motorcycle (1 person)	0.6	1	0.6
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.7	3	0.9
Non-Vehicle and Transit	44.3	-	0.0
	100.0		49.8

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	49.8	1.40
GFA to Net SF Factor[3]			82.5%
Downtown Parking Study Site Average Rate per 1,000 Net SF[4]			**1.69**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

200 112TH MINIMUM PARKING RATIO SOV/MODE SPLIT GOAL (44% SOV = 1.68 STALLS/1,000 NSF)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate based on Target 1.68
Drive alone (non-motorcycle)	**50.4%**	**43.8%**
Bus	23.8%	27.0%
Carpool	7.4%	8.4%
Teleworked	7.9%	9.0%
Walk	4.3%	4.9%
Vanpool	2.4%	2.7%
Bicycle	1.1%	1.3%
Motorcycle (1 person)	0.5%	0.6%
Train/light rail/streetcar	0.5%	0.6%
Compressed work week day off	0.2%	0.2%
Ferry as a walk-on passenger	0.2%	0.2%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other (TNC Rideshare)	1.1%	1.3%
TOTAL	99.9%	99.9%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	43.8	1	43.8
Carpool	8.4	2	4.2
Motorcycle (1 person)	0.6	1	0.6
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.7	3	0.9
Non-Vehicle and Transit	44.4	-	0.0
	100.0		49.6

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	49.6	1.39
GFA to Net SF Factor[3]			82.5%
200 112th Target Parking Rate per 1,000 Net SF[4]			**1.68**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

ATTACHMENT E

Bellevue TMP Implementation Guidelines

City of Bellevue

Transportation Management Program Implementation Guidelines

Supporting Bellevue City Code section 14.60.070

Revised July 1, 2020

City of Bellevue

Transportation Management Program Implementation Guidelines

Revised July 1, 2020

Supporting Bellevue City Code section 14.60.070

I. Purpose of these Guidelines

These *Transportation Management Program Implementation Guidelines* supplement the direction provided by city code for Transportation Management Programs (TMPs). The *TMP Implementation Guidelines* provide City of Bellevue ("city") staff, project developers, owners/managers of affected buildings, and other interested parties with information and resources to inform the development, implementation and monitoring of TMPs at buildings in Bellevue that have, as a condition of their development, a requirement to reduce ongoing travel demand. These *TMP Implementation Guidelines* may also be a resource for similar conditions that apply at certain buildings where, as a condition of development, there is a requirement to limit off-site impacts of parking demand generated by activities in the building.

II. Basis and Purpose of TMP Requirements

The Washington State Environmental Policy Act (SEPA, RCW 43.21C) sets a framework in which large development projects must be evaluated to identify impacts; where impacts are identified, mitigation measures must be considered. In transportation terms, large development projects typically involve impacts to peak period transportation system performance; sometimes there are also spillover parking impacts. Bellevue City Code section 14.60.070 provides a framework for mitigating such impacts though measures to reduce transportation demand associated with large development projects. These code provisions typically apply only to new development projects but may also apply to projects involving a substantial remodel (which, by city code definition includes an expansion of 20% or more in floor area, per Bellevue Land Use Code (LUC) Section 20.50.044). Establishing these mitigation measures in city code as TMP requirements makes the development review process more streamlined, creates more predictability for developers, and facilitates consistency in requirements for buildings (similar buildings have similar requirements). Because the impacts are ongoing, the TMP requirements continue for the life of the building.

III. Process and Responsibilities for TMP Development

A. Overview of steps for establishing a TMP

In conjunction with the review of a permit application for a proposed development project, the city will determine whether a proposed project requires establishment of a

Transportation Management Program (TMP). The TMP requirement, if applicable, will typically be noted during the pre-application meeting and will be listed as a condition of building permit approval specified in the Land Use staff report.

For projects that are determined to require a TMP, there are two parts to the process of establishing a TMP.

Step 1. Agreement to develop and implement a TMP.
Proponent must complete a Transportation Management Program Agreement stating that s/he will establish a Transportation Management Program, consistent with requirements of Bellevue City Code section 14.60.070. The city will provide a template for this agreement. The template must be completed, signed and notarized by the project proponent, approved by the city and recorded by the proponent at the King County Recorder's Office. This step must be completed prior to issuance by the city of a Building Permit.

Step 2: Development of TMP Implementation Agreement.
Proponent must submit a plan detailing the implementation measures to be undertaken at the building. Implementation measures may include installation and maintenance of certain features or facilities at the building as well as periodic or ongoing program activities to support and encourage reduction of drive-alone commuting by persons working in the building. The implementation measures must address the base requirements (specifically identified in BCC 14.60.070.E) as well as any additional activities necessary to comply with requirements. Section IV, subsection A below (TMP Program Elements table) identifies the requirements and available options to address them; Section IV, subsection B (TMP program elements description) provides further detail regarding the required activities and available options for compliance.

For buildings with a performance goal (typically, these are Office uses) the TMP Implementation Agreement must include sufficient elements to support progress toward meeting the performance goal. The city will evaluate the proposed TMP Implementation Agreement for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings. Modification of a proposed TMP Implementation Agreement may be required for approval. Once occupied, buildings that fail to make progress toward their performance goal will be required to modify their TMP Implementation Agreement so as to provide more support and encouragement to use of non-drive-alone commute modes by workers in the building.

The city will provide a template for the TMP Implementation Agreement. The template must be completed and signed by the project proponent and approved by the city. This step must be completed prior to issuance by the city of any Certificate of Occupancy (prior to the first Temporary Certificate of Occupancy, if project involves multiple phases).

B. Determination of TMP Performance Goal (generally applies to Office uses only)
Supports city code section 14.60.070 (I). See also Attachment 1, TMP Site Goals by Zone.

For a building with a performance goal, the goal may be set at a level according to either of the following references:

a. at a level corresponding to the goal for drive-alone commute mode share specified in the Bellevue Comprehensive Plan for the zone in which the building is located, *or*

b. at a level corresponding to the areawide average of drive-alone commute trips to employers affected by Commute Trip Reduction program requirements for the zone in which the building is located.

Attachment 1 shows the zones and the associated target values for drive-alone commute mode share.

A more stringent goal may be required at a building seeking approval to supply parking at a level below the minimum specified in city code.

Once established, the performance goal remains in effect for the life of the building.

IV. TMP Composition

A. TMP Program Elements: Requirements, including options
Supports Code Section 14.60.070 (E).
See table on next page for Program Elements; see subsection B below for descriptions of Program Elements.

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	No requirements	Less than 50,000 gsf	Less than 150,000 gsf	Less than 50,000 gsf	Less than 80,000 gsf	Less than 150,000 gsf	Less than 200 units	(5)
	Required Baseline Elements							
1	Post information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
2	Distribute information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(5)
3	Provide building transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(5)
4	Leases in which tenants are required to participate in periodic surveys	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
5	Identify parking cost as a separate line item in tenant leases	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
7	Submit periodic report describing implementation of TMP provisions	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
	Additional Elements Required (Choose from list below; Tier 1 = higher-impact; Tier 2 = lower-impact)	**# of activities required: Tier 1: 1 Tier 2: 2** Note: this is the minimum. Buildings not progressing toward performance goal may need to add activities, beyond the minimum; buildings meeting goal may reduce activities to minimum or below.	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 0 Tier 2: 1**	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	Tier 1 Element Options (higher-impact)							
8	Provide financial incentive							
9	Provide shuttle van/bus service							
10	Provide flexible parking options							
11	Daily Only Parking							
	Tier 2 Element Options (lower-impact**)**							
12	Provide guaranteed ride home							
13	Provide preferential HOV parking							
14	Conduct annual transportation options event							
15	Provide secure, covered bicycle parking							

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
16	Provide shower facilities							
17	Provide off-street passenger loading area							
18	Provide parking on-site for carshare vehicles							
19	Annual TMP services contract with Transportation Management Association							

"gsf" is gross square feet, as defined in LUC 20.50.020 (F)

Footnotes to Transportation Program Requirements Table:

(1) Specific actions that the owner of the property must take to mitigate traffic and/or parking impacts.

(2) Excluding medical clinics and other health care services.

(3) Excluding assisted living facilities and nursing homes.

(4) Other than mixed retail.

(5) Requirements for mixed uses will be determined on a project basis as described in BCC 14.60.070.G.

B. TMP Program Elements Descriptions

The descriptions below provide additional information regarding each of the activities listed in the chart above.

- Elements 1-7 are required at some or all TMP sites
- Elements 8-11 are activities considered "higher-impact" for trip reduction. Some TMP sites are required to pursue one of these activities.

Note: To be considered "higher-impact" for trip reduction, an activity must meet a 2-part test:

i. Does it save the commuter time and/or money?
ii. Does it plausibly offer the potential to affect 5% or more of commute trips (determined by observing effect at existing buildings in similar settings)

- Elements 12-19 are activities considered "lower-impact" for trip reduction. Most TMP sites are required to pursue two of these activities.

1. **Post Information**.

Implementation guidance: Post up-to-date commute options information in a visible central location. Following are two acceptable approaches:

- A commuter information center board, with posted information and printed material available for users to take. This is the traditional approach to posting information; currently, availability of printed materials from transit providers and public agencies is limited.
- An electronic display and/or kiosk; preferably this will include display of real-time transit and travel options information (e.g., TransitScreen).

With either option, the Commute Program Summary for the building should be made available either as a hard copy or an electronic display (see "Distribute Information" element below for detail regarding the Commute Program Summary).

- Commuter information centers, kiosks and building fliers should include contact information for the Building Transportation Coordinator (not required at residential sites).

The following are acceptable approaches at residential sites and may be useful at other TMP sites when used in conjunction with other approaches, identified above:

- Provision of relevant printed materials at the Project concierge desk or leasing office,
- Posting a sign in each building lobby directing residents to the concierge desk or leasing office for printed materials and/or identifying one or more websites with relevant information regarding transportation options.

Applicability: Required element for all TMP sites.

2. **Distribute Information**.

Implementation guidance: Distribute up-to-date commuter information tailored to the TMP site. This involves two elements:

1. Building must compile and produce a "Commute Program Summary" that includes relevant information for persons commuting to the site. This Commute Program Summary is typically a flier or brochure, which describes commute options, relevant building services and supporting activities offered by the building management and includes contact information for the building transportation coordinator.
2. Commute Program Summary must be distributed to all tenants and all employees at least once each year and to new tenants and new employees as they move in. A building internet or intranet page describing these elements may be distributed in lieu of a paper document.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals.

3. Provide a Building Transportation Coordinator.

Implementation guidance: The building transportation coordinator shall act as liaison to the city and shall perform tasks specified in the TMP agreement for the building, as they are described in the TMP agreement document and as they may be further described in the *TMP Implementation Guidelines*. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city. The building transportation coordinator should be available to provide commute options information and assistance to workers in the building.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals, Retail/Mixed Retail/Shopping Centers.

4. Leases in which tenants are required to participate in periodic surveys.

Implementation guidance. Tenant leases must include language requiring tenant cooperation in surveying their employees in conjunction with periodic building-wide commute surveys (for building performance measurement). Recommend that leases include provision that each tenant have a designated Transportation Coordinator to facilitate the survey process. Attachment 2 provides sample lease language.

Applicability: Required at Office uses.

5. **Identify parking as a separate line item in tenant leases.**

   Implementation Guidance: Cost of parking must not be bundled with floor space rent. For buildings in Downtown, the minimum monthly rate per stall must be not less than the cost of a countywide transit pass ($117.00, as of July 2020). For buildings located outside Downtown, the per-stall rate must be not less than 50% of the cost in Downtown. (The Downtown zone is indicated in Attachment 1.) This requirement does not apply to tandem stalls, designated and marked electric vehicle stalls nor to designated and marked carpool stalls, provided the property owner has in place a means to regularly monitor and effectively enforce appropriate use of such stalls.

   This requirement does not dictate the terms on which property owners and tenants may choose to offer parking to the end user.

   Applicability: Required at Office uses.

6. **Conduct periodic surveys of workers in building, to determine TMP effectiveness.**

   Implementation guidance: Surveys are typically conducted every second year. The survey process is described in section V, subsection B, below.

   Applicability: Required at buildings with performance goal (typically, these are Office uses).

7. **Submit periodic report detailing compliance with TMP requirements**.

   Implementation guidance: Implementation reports are typically required every second year. The reporting process is described in section V, subsection A, below.

   Applicability: Required at all TMP sites.

8. **Provide financial incentive.**

   Implementation guidance: Provide a financial incentive to employees on site who customarily commute by transit, carpool or vanpool. The monthly level of incentive for each employee must be at least 25% of the cost of a one-month, countywide transit pass (pass cost is $117/month, as of July 2020). Incentives must be in the following forms:

   Option 1:

   - Monthly transit pass subsidy or credit to ORCA card, *and*

- Vanpool fare subsidy. In locations where an end-user parking charge prevails, a discount in the parking fee for the vanpool vehicle is an acceptable alternative.

In locations where an end-user parking charge prevails, the following additional element must be included:

- Discount in monthly parking charge for carpools

The minimum parking charge discount for vanpools and carpools must be calculated as a multiple of the vehicle occupancy, using default values of 5 persons per vanpool and 2 persons per carpool or alternative values as may be documented for a particular building.

Option 2, applicable only in locations where an end-user parking charge prevails:
Provide a minimum of two free park days each month to all employees who customarily commute by transit, carpool or vanpool. Preferably, users of these free park days will be allowed in/out privileges during the workday.

Option 3:
Any combination of the above elements that provides a financial incentive equivalent to 25% (or more) of the cost of a monthly countywide transit pass to all employees on site who customarily commute by transit, carpool or vanpool.

Discussion: Provision of two free park days each month accommodates the occasional need to drive alone to work. By not incurring a charge when parking occasionally, commuters are less likely to make the leap to purchasing a monthly pass (and thus become regular SOV commuters). The financial incentive elements may be provided to the end user (employee commuter) by the building manager or by the tenant (i.e., employer).

Applicability: Optional at all TMP sites. (Credited as a Tier 1, “higher-impact” activity.)

9. Provide shuttle van/bus service.

Implementation guidance: Offer custom van or bus service to the worksite. The service may be from the home origin area of employees or from a nearby transit hub. If this is a “last-mile” service connecting the TMP building to a transit hub, service must be provided free of charge to the end user. In the case of “last-mile” service, frequency must be at least every 30 minutes during the AM and the PM peak commute periods. Service provided at lesser frequency will considered a “Tier 2” level activity.

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

10. **Provide flexible parking options—high impact** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide flexibility in parking access to commuters who do not purchase (or otherwise secure) a monthly parking pass. Offer *at least two* of the following features:

    - Daily parking with in/out privileges
    - Daily parking at cost not to exceed 1/15th of monthly pass cost
    - One or more free park days each month to those who customarily commute by non-SOV mode.
    - Reduced-rate, flex-use parking pass, providing fewer days than monthly parking pass.
    - Free or minimal cost weekend garage access for tenants without monthly pass.
    - Provide parking access on daily basis only (no monthly parking) for up to 70% of people working in the building; see item 11 below for applicable details.

    Discussion: The intent of this activity is to add no-cost or low-cost options for commuters with only an occasional need to drive. In locations where an end-user parking charge prevails, a commuter must choose whether to purchase (or otherwise secure) a monthly parking pass. Those without a monthly parking pass typically face barriers of cost (high daily rate, no in-out privileges) and, sometimes, of access (garage closed to non-cardholders on weekends). By adding flexibility to address the occasional need for parking access, commuters are better able to make non-drive-alone options pencil out as their usual daily commute choice.

    Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails. In locations where parking is generally available at no charge to the end user, no TMP program credit is provided; the baseline condition—free parking for all—accommodates the range of parking access needs and no price signal for the end user pertains.)

11. **Paid employee parking accessible on a daily basis only** (applies to locations where end-user parking charge prevails)

Implementation guidance: Provide parking access on a daily and hourly basis only (no monthly parking passes). Daily charge shall not exceed the greater of,

- 8% of the cost of a monthly, countywide transit pass, or
- 8% of the prevailing market rate for a monthly parking pass.

Parkers should be allowed in/out privileges during the day. Total cost per month may be capped, provided the cap is at a level not less than the cost of a monthly, countywide transit pass ($117, as of July 2020); for example, if after paying for 13 days parking in a month, a user reaches the monthly cap charge, additional days parking that month may be "free."

Discussion: Daily parking charges send a price signal each day to the end user (commuter) and encourage use of alternative travel modes on days when a vehicle may not be needed. Facilities/workplaces that have used this framework for parking access have experienced reduced demand (vehicle trips).

Applicability: Optional at all TMP sites. Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails AND the parking framework described in this element applies to at least 70% of people working in the building. At locations where parking is generally available at no charge to the end user, no TMP program credit is provided.

12. Provide Guaranteed Ride Home.

Implementation guidance: Provide a free ride home (e.g., via taxi, Uber, Lyft) to employees at the building who miss a carpool or transit ride owing to sickness, an unexpected requirement to work late or to leave early owing to a home emergency. Users must be eligible for at least 4 rides per year.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

13. Provide preferential parking.

Implementation guidance: Provide specially marked parking stalls in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate.

- In garage parking, characteristics of a preferential location include a parking deck level near the access and proximity to a building elevator.
- For surface parking, characteristics of a preferential location include proximity to the building entrance and covered parking when possible.

- The number of designated stalls must be scaled to meet the demand.
- Approved users of such stalls should be provided with permit tags, showing their eligibility.
- Spaces must be monitored regularly (at least 3x/week) to ensure correct usage.

Designation of preferred parking offers visible encouragement of HOV commuting, adds convenience for users and provides a visible, consistent location for users to meet their carpool/vanpool.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

14. Conduct annual transportation options event.

Implementation guidance: Promote and conduct a transportation options event at least once per year directed toward employees working in the building. The event should highlight the most relevant transportation options and/or any new programs or features as well as provide information about building commute program options and services. The event must be promoted to employees and held in a visible, common area of the building. The most effective events offer rewards (e.g., giveaway items, prize drawings) and/or food to encourage attendance and engagement.

Applicability: Optional at all TMP sites. (Credited as a Tier 2. "lower-impact" activity.)

15. Provide secure, covered bicycle parking.

Implementation guidance: Bicycle parking must meet all of the following conditions,

- provide protection from weather,
- be accessible to employees coming and going at all hours,
- be sufficiently secure to accommodate bicycles parked overnight,
- supply adequate to meet demand,
- be available free of charge to employees.

Wayfinding to bike parking should be provided from the garage entrance or other logical building access point.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

16. Provide shower facilities.

Implementation guidance: Provide shower facilities for use by workers on site who arrive by bicycle or walking. Shower facilities must be available at no charge to the employee. Additional features may include provision of towel service and/or gear/clothing storage lockers.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

17. Provide off-street passenger loading area.

Implementation guidance: Provide a loading area suitable for carpool/vanpool pickup/dropoff as well as for loading of taxi/transportation network company (on-demand ride-hailing) passengers. Loading area may also be useful for passengers accessing autonomous vehicles. Loading area may be on a building site or on street (public or private) immediately adjacent, provided it offers convenient access to a building entrance. Use of the loading area must be time limited (typically 15 minutes maximum) and monitored as needed to ensure proper use and turnover.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

18. Provide parking on-site for carshare vehicles.

Implementation guidance: Provide one or more designated parking stalls for carshare vehicles. Carshare vehicles are available for rent by the hour or the minute and must be accessible for use by workers in the building who choose to establish individual memberships with the service provider (workers may be responsible for their own membership and vehicle usage fees). Allow for public access to carshare vehicles, where possible.

Discussion: Zipcar is a carshare service currently operating in Bellevue. Two other services, Car2go and ReachNow operate in the region, but are not currently operating in Bellevue. The carshare service model is distinct from on-demand ride-hailing services, such at taxis, Uber and Lyft (which do not align with the purpose of this program element).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

19. Annual TMP services contract with TMA.

Implementation guidance: Engage with a Transportation Management Association (TMA) to provide a suite of services in support of compliance with TMP requirements.

Discussion: By engaging a TMA, buildings are able to tap into available expertise and supporting program elements for trip reduction as well as support the maintenance of trip reduction services capacity at the areawide or community level. For purposes of these Guidelines, a Transportation Management Association or "TMA" is a non-profit, member-controlled organization that provides transportation services in a particular area. It may be a public-private partnership, consisting primarily of area businesses with local government support. A TMA provides an institutional framework for supporting and/or providing transportation demand management programs and services. TransManage, a service of the Bellevue Downtown Association, is the only TMA currently active in Bellevue (services are offered citywide).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

20. Alternate program.

Required Baseline Elements, identified as Program Elements 1-7 in the Transportation Management Program Requirements table in Section IV, subsection A may not be removed. For other activities, a property owner may employ alternative or additional TMP program elements if the property owner and the city agree on the element's relevance and potential effectiveness. Property owners should submit a description of the proposed alternative TMP element to the City's TMP administrator, along with supporting information detailing why the proposed element is appropriate for the building and the reasons why it is expected to be effective in reducing trips. The City TMP administrator will evaluate the proposed alternative element and determine if is suitable as a substitute for an existing approved element in the building TMP Implementation Agreement or may receive credit as an additional element. Criteria for this evaluation will include those described in Section V, subsection C below. If approved by the city, the program element may be assigned to either the Tier 1 (higher-impact) or Tier 2 (lower-impact) category, using the 2-part test described above in the introduction to this subsection "B". The building TMP Implementation Agreement—described in Section III, subsection A of these TMP Implementation Guidelines—must be amended to reflect changes associated with the added or revised program elements.

Discussion: Each building has unique characteristics, and it may be that appropriate or effective TMP strategies are not included in this list. Property owners are encouraged to propose alternate program elements that they believe would be more relevant and/or effective than the options listed here.

Applicability: Optional at all TMP sites. (May be credited as a Tier 1, "higher-impact" or Tier 2, "lower-impact" activity.)

V. Monitoring and Evaluation of TMP Implementation

A. Periodic reporting on implementation activities

Managers of TMP buildings shall complete a TMP Implementation Report every second year, describing measures taken to comply with the TMP Implementation agreement for their building, The City will provide a reporting form. Currently, TMP Implementation Reports are solicited in the fall of every odd-numbered year. The city will evaluate the TMP Implementation Reports and determine if the implementation measures meet the requirements for the building. Managers of buildings at which implementation falls short may be contacted and provided information or direction on how their program activities may be brought into compliance. (See also subsection "C" below.)

Buildings that are not fully compliant with their implementation requirements or which are falling short of their performance goal may be required to submit TMP Implementation Reports more frequently.

B. Periodic surveying at sites with a TMP performance goal

In addition to completing and submitting a periodic TMP Implementation Report, managers of TMP buildings with a performance goal (generally, these are Office uses) shall undertake a commute survey every second year to determine performance. The city will provide a survey format and will process surveys. The survey shall be conducted in such a way as to target an overall response rate of not less than 70% of the employee population in the building and shall be representative of the overall employee population. A minimum response rate of 50% of the overall building population is expected; buildings that fall short of the 50% response rate may be required to redo their survey. Currently, surveys are conducted in the fall of every even-numbered year.

Drive-alone rate performance will be evaluated according to the following formula:

(NDA/NT)(100) = percent drive-alone mode use, where:

NDA = number of employees who commute to work by drive-alone mode

NT = total number of employees.

For purposes of this subsection, the term “employees” includes all on-site workers subject to the surveying requirements.

Where the performance requirement for a building is associated with Office use, only workers in the office component of the building should participate in the survey. Any employees in ancillary businesses, such as food service, sundry retail or child care should not be included in the survey.

For each new building affected by a TMP performance goal, an initial baseline survey is conducted. The baseline survey should take place once the building reaches 90% occupancy. The city and the building manager will consult to determine whether this baseline survey is conducted in conjunction with the regular, biennial survey process (the preferred option) or conducted at a separate time (if circumstances warrant and there is available means to conduct a survey outside of the usual cycle).

Any building tenants currently participating in the Commute Trip Reduction (CTR) program (BCC 14.40) and that have conducted or are scheduled conduct a workplace commute survey in conjunction with the CTR program should not participate in the building commute survey. The city will obtain the relevant CTR program survey results and determine overall building performance based on the combination of the building survey and the CTR tenant survey(s).

Any building in which CTR program surveys capture 90% or more of the building population need not conduct a separate survey of the remaining building population; building performance may be evaluated based on the available CTR survey results.

If a building meets or exceeds its performance goal for three consecutive survey cycles, the survey requirement may be waived for subsequent survey cycles, until the tenant composition changes.

C. <u>Performance evaluation & adjustments to implementation activities</u>
The city will evaluate the biennial TMP Implementation Reports to determine the level of compliance with activities identified in the corresponding TMP Implementation Agreement for each building. Buildings that fail to fully implement activities identified in their TMP Implementation Agreement may be sent notice by the city. A substantive response is expected within 30 days from the building manager, detailing proposed actions to more fully address the provisions of the building TMP Implementation Agreement.

Buildings with a performance goal are expected to make ongoing progress toward their goal. When a measurement shows a decline in performance, the city will send notice to the building manager, with a recommendation to consider ways to more effectively implement their existing TMP activities or enhance their TMP program elements. Buildings where a performance decline continues for a second measurement will be contacted by the city, with a request to provide information within 30 days regarding any change to circumstances that might account for the performance decline (e.g., change in tenant mix, change in parking cost or availability, reduction in transit service, etc.). The city will evaluate the building manager response, considering also overall conditions and performance at other TMP buildings.

If the city determines that adjustments to TMP activities must be made, it may begin the revision process described in BCC 14.60.070.L.1 and send notice directing the property owner to revise its TMP Implementation Agreement within 90 days. Managers of buildings where adjustments are required must respond by clearly stating the revisions to implementation activities the manager proposes to undertake to enhance TMP effectiveness. The city will evaluate the proposed revisions for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as,

- the number of employees that would be affected by proposed elements
- the effectiveness of the proposed elements when applied elsewhere in similar settings
- the alternative activities that may be available to the building.

The city will provide notice of acceptance or rejection of the proposed changes to the TMP implementation program within 30 days. If necessary, the city may require the property owner to attend a conference with program review staff for the purpose of reaching a consensus on required TMP implementation activities. A final decision regarding the required TMP implementation activities will be issued in writing by the city within 30 days of the conference. A revised TMP Implementation Agreement refecting the changes to program activities must be signed by the property owner and the city.

VI. Enforcement of Transportation Management Program Conditions

A. <u>Good faith effort.</u>

1. Property owners implementing TMPs are expected to undertake good faith efforts to achieve the goals outlined in this section. Property owners are considered to be making a “Good Faith Effort” if the following conditions have been met:

- The property owner has completed an initial baseline measurement survey according to the specifications in the TMP Implementation Guidelines, if required;
- The property owner has met the minimum program and reporting requirements identified in city code and the TMP Implementation Guidelines, including accurate survey results (where applicable);
- The property owner has provided adequate information and documentation of implementation when requested by the city; and
- The property owner is working collaboratively with the city to continue its existing program or is developing and implementing program modifications according to the process described in 14.60.070 (L) and the TMP Implementation Guidelines.

2. An affected property owner with an approved transportation management program who has made a Good Faith Effort shall not be liable for civil penalties for failure to reach the applicable proportion of drive alone trip goal.

B. Violations and enforcement

Failure to comply with any provision of Chapter 14.60 BCC constitutes a civil violation as provided for in Chapter 1.18 BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter 1.18 BCC if compliance is not achieved through this code. BCC 14.60.022.

VII. Modification of TMP Agreements

A. Revisions to TMP agreements developed under current code

Owners of TMP-affected buildings may propose revisions to their TMP Implementation Agreement at any time. City staff will review the proposed change and provide notice of acceptance or rejection of the proposed change within 30 days. Considerations in evaluating proposed changes may include the following:

- the alignment of the proposed changes with the corresponding requirements for the building identified BCC 14.60.070 and in the TMP Program Requirements table (Section IV, above)
- the extent to which other buildings with similar conditions have succeeded in implementing the proposed activity or activities
- the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings

- likelihood of the proposed program to support progress toward the performance goal (if applicable).

If any change is approved, a revised TMP Implementation Agreement refecting the change(s) to program activities must be signed by representatives of the property owner and the city.

B. Revisions to TMP agreements entered into under earlier City code frameworks or other conditions.

The formal process for revising a TMP depends on how the original TMP was established.

Buildings in which a TMP was required as a general condition of development, where no specific program elements or goal was identified in the Land Use Approval, may request a modification to an existing TMP agreement pursuant to LUC 20.30F.175. Any proposed revisions will be evaluated for consistency with the intent and anticipated performance of the original condition.

Some buildings have specific TMP program elements and/or goals included as a condition of their approval. The options and process for modifying TMP requirements at such buildings must be evaluated on a case by case basis.

For purposes of these Guidelines, Land Use Approval shall include, but not be limited to: Design Review, SEPA, Building Permit conditions and Land Use staff reports.

VIII. TMP Administrator

The city's TMP Administrator is the contact person identified on the TMP page of the city website. The current TMP Administrator is,

Michael Ingram, Senior Planner
Bellevue Transportation Department
P.O. Box 90012
Bellevue, WA 98009-9012
mingram@bellevuewa.gov
425-452-4166

IX. Guidelines Review and Update Schedule

These TMP Implementation Guidelines will be reviewed annually and updated on July1st of each year, when warranted.

Attachment 1: Transportation Management Program Zones and Performance Goals
Revised September 4, 2019 to incorporate 2017/2018 CTR survey results.

Note: The contents of this attachment supplement Section III.B Determination of Site Goal. Generally, goals apply only to Office uses.

There are currently two zones used for determination of the relevant goal for TMP sites. Zone limits are shown on the map on the next page.

Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **35% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average performance at worksites in Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **51% of commute trips occur by drive-alone mode**.
   Source: CTR program survey results for Downtown worksites per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

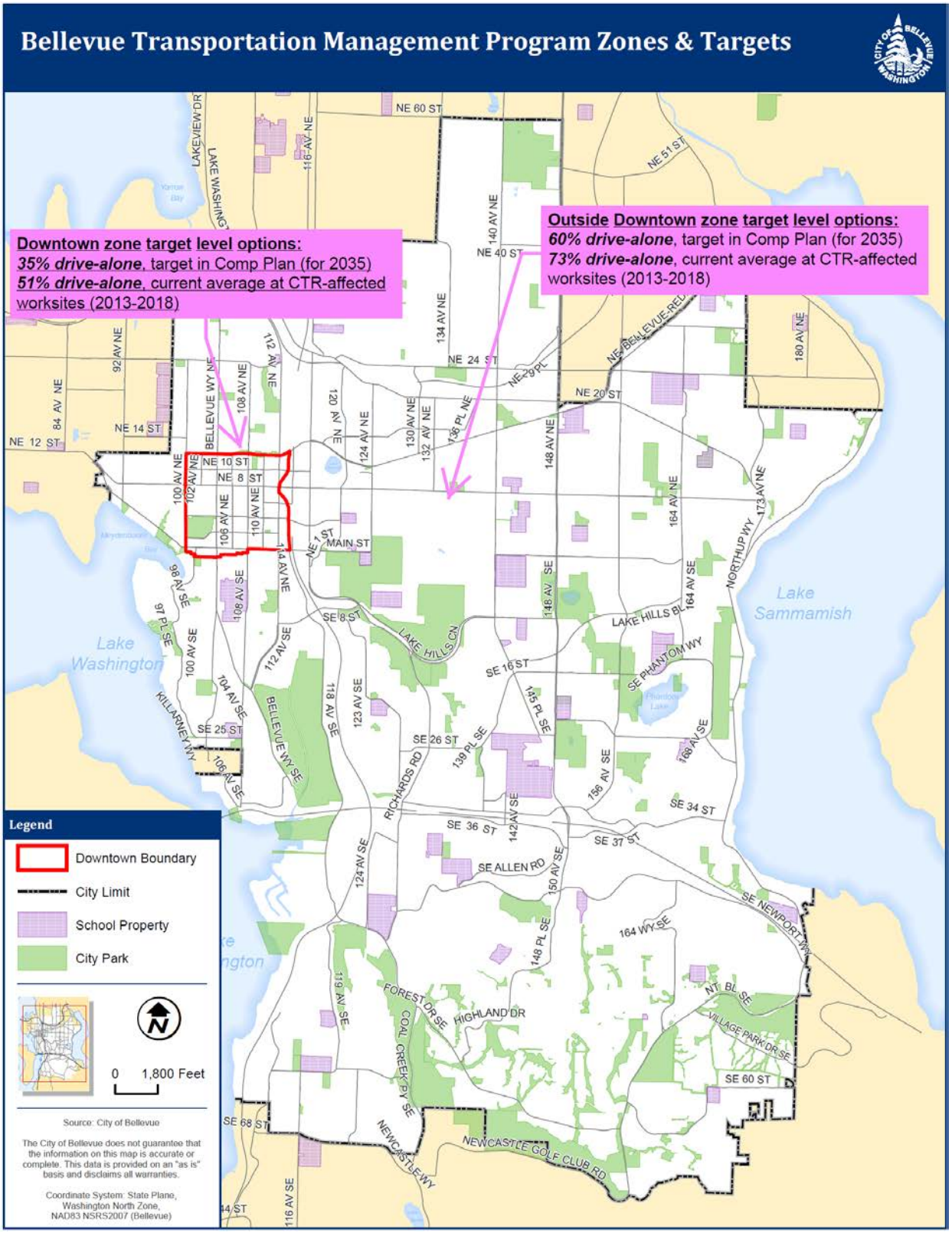
Outside Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **60% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average drive-alone rate at worksites outside Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **73% of commute trips occur by drive-alone mode**
   Source: CTR program survey results for worksites outside Downtown per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

Project proponents may select either of the values indicated above (corresponding to the zone in which the project is located) as the goal for their building or buildings. Typically, the higher drive-alone value is the logical, preferred choice. The value, once identified for a particular building, remains in effect for the life of the building (i.e., it does not change, even if there is subsequent change in the corresponding figure in the Comprehensive Plan or for CTR site performance).



Revised September 2019 to incorporate 2017/2018 CTR survey cycle results.

Attachment 2: Sample Lease Language

The following supports the survey participation requirement, described in Section IV, subsection B.4.

Periodic commute surveys of workers in office buildings are required as a means to evaluate building performance. Effective surveying of workers in the building requires cooperation and support from tenants of the office space. City code specifies that tenant leases shall include language requiring tenant cooperation in surveying their employees in conjunction with building-wide commute surveys (BCC 14.60.070.F.4). Following is language that may be adapted for use in such leases:

> Tenant acknowledges that Landlord is required to comply with the Transportation Management Program requirement imposed with respect to the building by the City of Bellevue, pursuant to Bellevue City Code (BCC) section 14.60.070. Tenant shall cooperate with the Landlord in conducting the required periodic commute mode survey, including designating an employee to serve as Landlord's contact for purposes of communicating, promoting and conducting the survey among Tenant's employees.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111596-LD

Project Name: 200 112th Avenue NE

Administrative Departure requested for LUC 25.25A.030.D.1 and LUC 20.25A.080.F.2 Parking Stall Size

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

Departure 6 – Compact Stalls

Response:

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide compact stalls to increase garage efficiency. LUC 20.25A.080.F.2 allows the director to approve up to 65% compact stalls. The currently proposed design includes 30% compact stalls (162 out of 543). See sheets G-011A and A1-P6 in the ADR drawing submittal. If any changes occur in no case will they result in a compact ratio that is greater than the 65% allowed.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constraints of the project site and needs of users. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design with the departure advances the following specific Comprehensive Plan policies:
+S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.

+ EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
+ EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.
+ EN-45: Implement the City-wide use of low impact development techniques and green building practices.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

LUC 20.25A.080.F.2 allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes to include less than 65% compact stalls, consistent with what the code allows. The project will work through its final garage design as it advances through construction documents to make sure it maximizes garage efficiency while providing no more than 65% compact stalls.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The project is currently showing 30% compact stalls. The code allows up to 65% compact stalls. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained garage floorplates.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

Attachment D

CERTIFICATE OF CONCURRENCY

200 112th Office

This certificate documents the Transportation Department Director's decision that the development project at 200 112th Avenue NE (File No. 20-111596 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 288 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).

Ronald W. Kessack

Director, Transportation Department

8/19/2021

Date

Certificate No. 143

Attachment E

REPUBLIC SERVICES

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Wayne Liu, AIA, LEED AP BD+C
c/o Kendall / Heaton Associates, Inc.
3050 Post Oak Blvd #1000
Houston, TX 77056

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans[1] you submitted on **December 14, 2020** for the property **at 200 112th Ave NE Bellevue, WA 98004** and proposed development at that location, we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions and the recommended height and service access is met, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.[2]

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

Sincerely,

John Gelzer, Republic Services
Operations Supervisor
JGelzer@republicservices.com

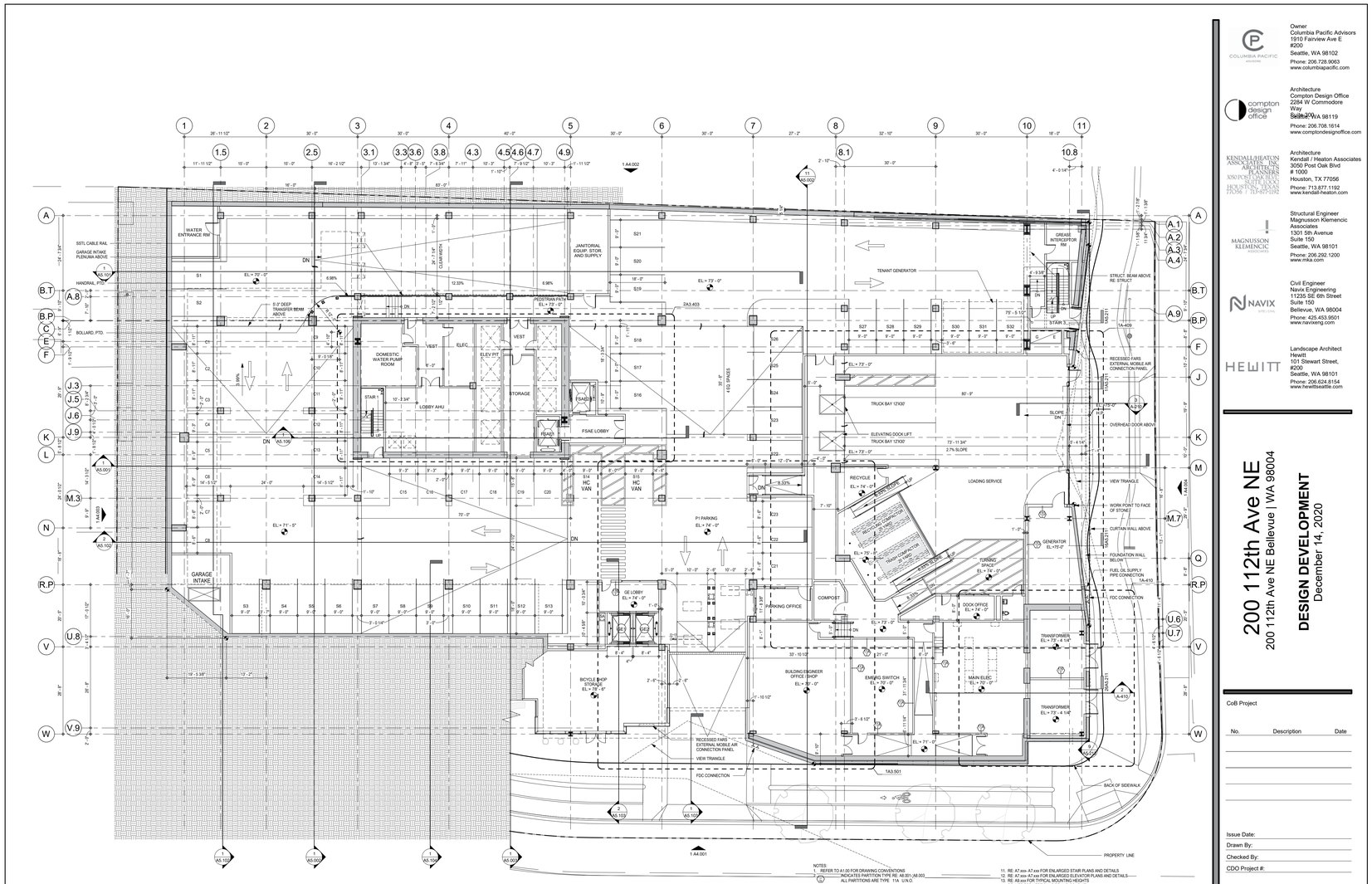
In partnership with the City of Bellevue
Development Services

REPUBLIC SERVICES

CITY OF BELLEVUE WASHINGTON

[1] Attached as submitted for tracking reference

[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.



1 A3.0P1 LEVEL P1 PARKNING PLAN
SCALE: 3/32" = 1'-0"

NOTES:
1. REFER TO A1.00 FOR DRAWING CONVENTIONS
2. INDICATES PARTITION TYPE RE: A8.001-.A8.003 ALL PARTITIONS ARE TYPE 11A U.N.O.
3. INDICATES FINISH TYPE RE: SPECIFICATION SECTION 09 00 10 FOR FINISH SCHEDULE
4. INDICATES DOOR AND HARDWARE NUMBER RE: SPECIFICATION SECTION 08 20 00 FOR DOOR SCHEDULE RE: SPECIFICATION SECTION 08 71 00 FOR HARDWARE SCHEDULE
5. DIMENSIONS TO CENTER OF MULLION U.N.O.
6. DIMENSIONS TO PARTITIONS ARE TO FINISHED FACE OF WALL U.N.O.
7. RE: A2.xxx FOR SITE DETAILS
8. RE: A3.xxx - A3.xxx FOR ENLARGED REFLECTED CEILING PLANS
9. RE: A3.xxx - A3.xxx FOR ENLARGED CORE PLANS
10. RE: A6.xxx FOR ROOF DRAIN DETAILS
11. RE: A7.xxx- A7.xxx FOR ENLARGED STAIR PLANS AND DETAILS
12. RE: A7.xxx- A7.xxx FOR ENLARGED ELEVATOR PLANS AND DETAILS
13. RE: A9.xxx FOR TYPICAL MOUNTING HEIGHTS
14. RE: MEP FOR VERTICAL PIPE AND CONDUIT
15. RE: As.xxx FOR TYPICAL CONCRETE WALL DETAILING AT TRUCK DOCK
16. RE: As.xxx FOR TYPICAL GYPSUM BOARD SOLUMN CLADDING DETAILS
17. RE: As.xxx FOR TYPICAL MASONRY COLUMN CLADDING DETAILS
18. RE: SPECIFICATION FOR DOOR INFORMATION

N

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DESIGN DEVELOPMENT
December 14, 2020

CoB Project

No.	Description	Date

Issue Date:
Drawn By:
Checked By:
CDO Project #:

LEVEL P1
FLOOR PLAN
A-1P1

200 112th Ave NE
200 112th Ave NE | Bellevue | WA 98004

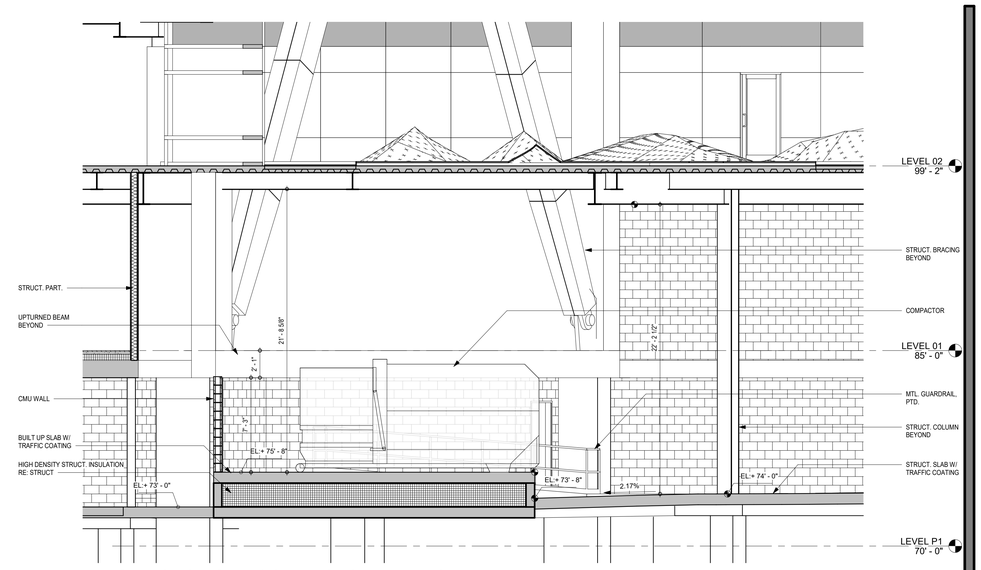
Project #20-111596-LD
Resubmittal B
APRIL 2021

8726 REGISTERED ARCHITECT
R. KAY TRAVIS COMPTON
STATE OF WASHINGTON

CoB Project #: 20-111596-LD

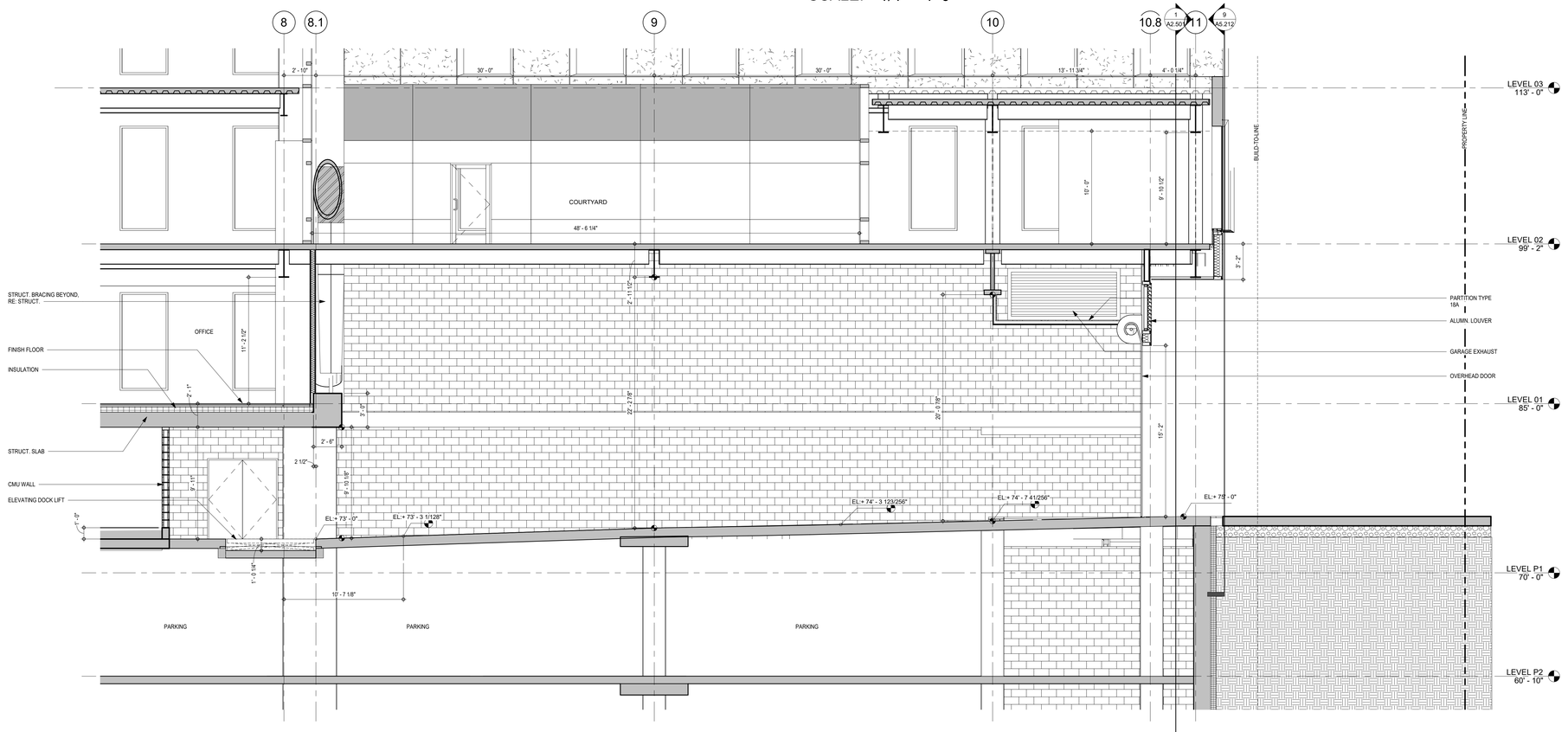
No.	Description	Date
	Design Review Submission	7/15/2020
	Design Review Resubmittal A	12/16/2020
	Design Review Resubmittal B	04/28/2021

REPUBLIC SERVICES
APPROVAL
G-012A



2 A-307 ENLARGED SECTION - COMPACTOR PLATFORM

SCALE: 1/4" = 1'-0"



1 A-307 ENLARGED SECTION - TRUCK DOCK

SCALE: 1/4" = 1'-0"

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DESIGN DEVELOPMENT

December 14, 2020

CoB Project #:

No.	Description	Date

Issue Date:

Drawn By:

Checked By:

CDO Project #:

ENLARGED SECTIONS

A-307

200 112th Ave NE

200 112th Ave NE Bellevue | WA 98004

Project #20-111596-LD

Resubmittal B

APRIL 2021

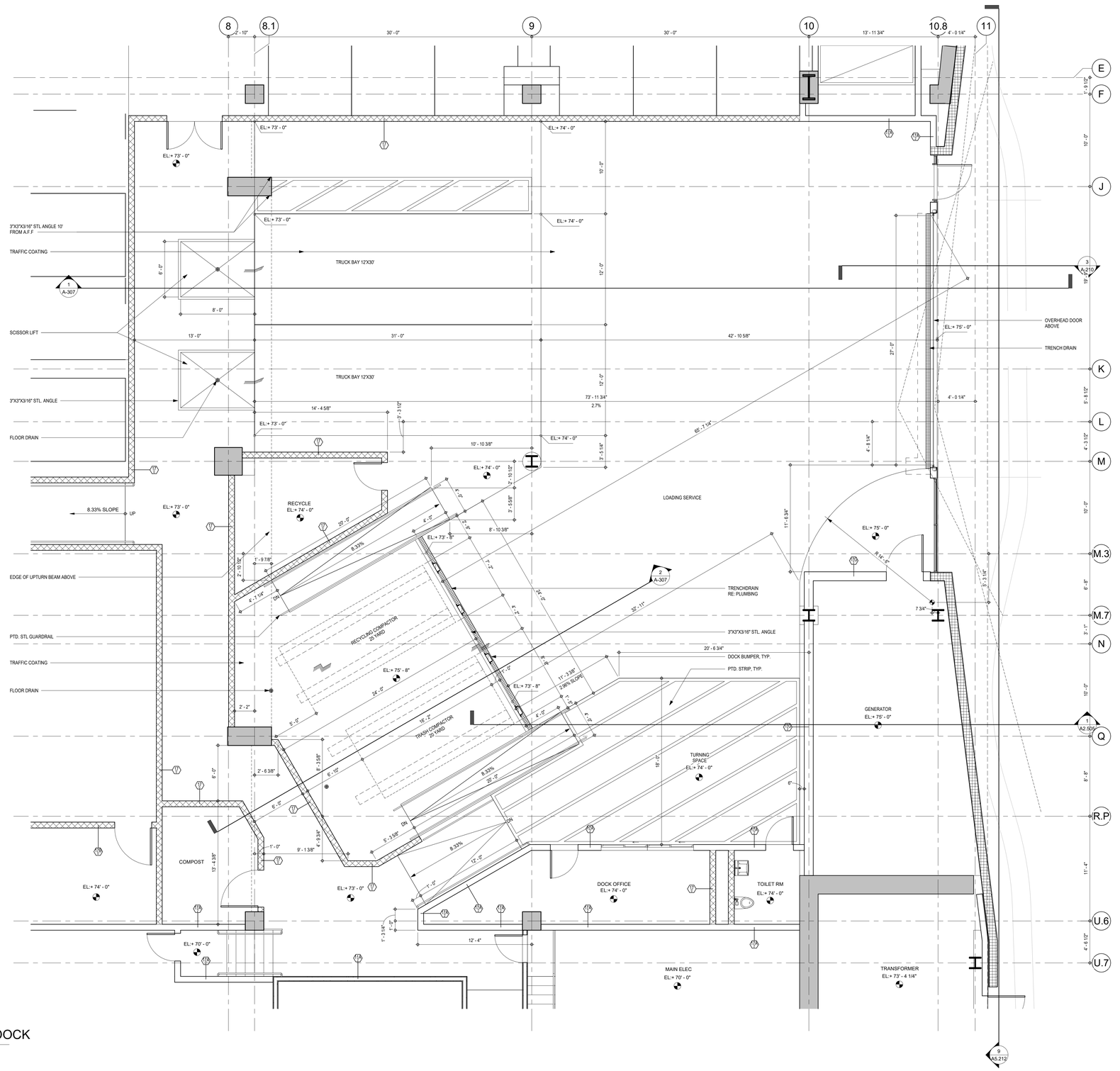
8726 REGISTERED ARCHITECT
D. KAY TRAVIS COMPTON
STATE OF WASHINGTON

CoB Project #: 20-111596-LD

No.	Description	Date
	Design Review Submission	7/15/2020
	Design Review Resubmittal A	12/16/2020
	Design Review Resubmittal B	04/28/2021

REPUBLIC SERVICES APPROVAL

G-012B



1 A-409 ENLARGED PLAN - LOADING DOCK

SCALE: 1/4" = 1'-0"

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DESIGN DEVELOPMENT
December 14, 2020

CoB Project #:

No.	Description	Date

Issue Date:
Drawn By:
Checked By:
CDO Project #:

ENLARGED LOADING DOCK PLAN

A-409

200 112th Ave NE

200 112th Ave NE Bellevue | WA 98004

Project #20-111596-LD
Resubmittal B
APRIL 2021

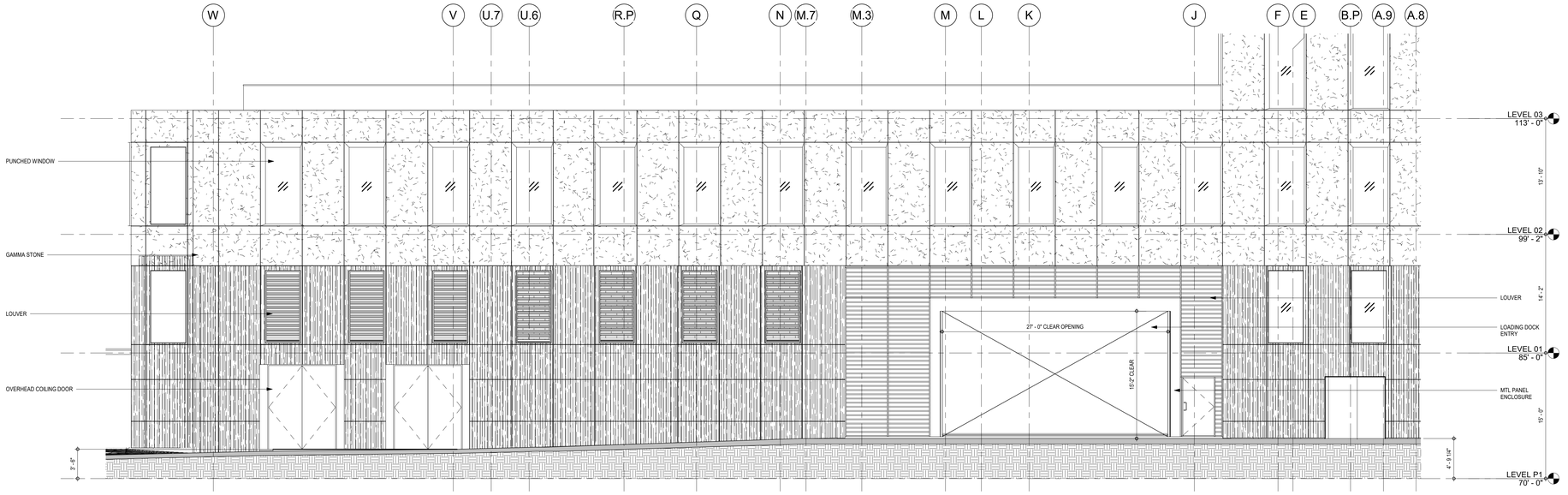
8726 REGISTERED ARCHITECT
D. KAY TRAVIS COMPTON
STATE OF WASHINGTON

CoB Project #: 20-111596-LD

No.	Description	Date
	Design Review Submission	7/15/2020
	Design Review Resubmittal A	12/16/2020
	Design Review Resubmittal B	04/28/2021

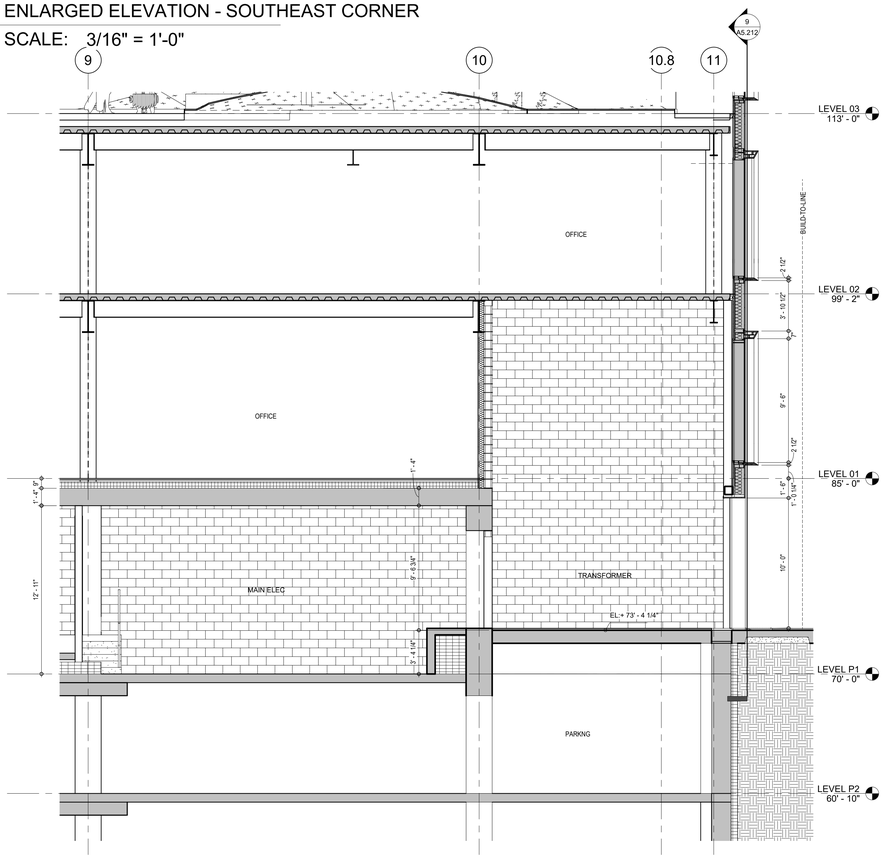
REPUBLIC SERVICES APPROVAL

G-012C



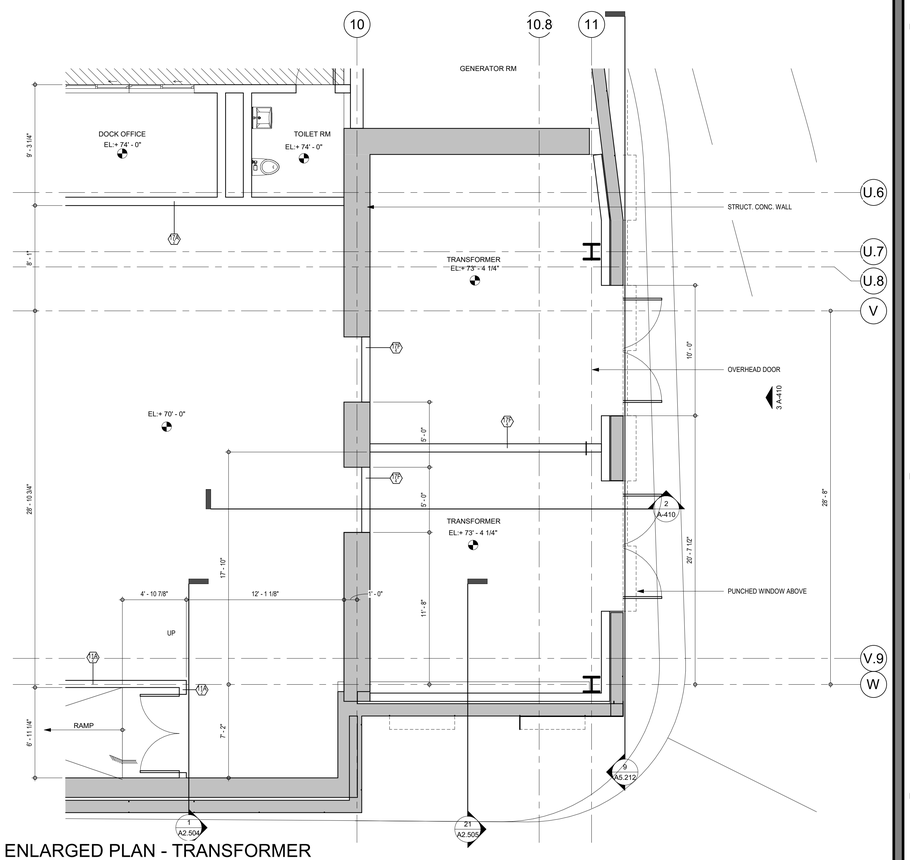
3 / A-410 ENLARGED ELEVATION - SOUTHEAST CORNER

SCALE: 3/16" = 1'-0"



2 / A-410 ENLARGED BUILDING SECTION - TRANSFORMER ROOM

SCALE: 1/4" = 1'-0"



1 / A-410 ENLARGED PLAN - TRANSFORMER

SCALE: 1/4" = 1'-0"

TRANSFORMER ROOM - PLAN AND SECTIONS

A-410

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DESIGN DEVELOPMENT
December 14, 2020

CoB Project #:

No.	Description	Date

Issue Date:
Drawn By:
Checked By:
CDO Project #:

200 112th Ave NE
200 112th Ave NE Bellevue | WA 98004

Project #20-111596-LD
Resubmittal B
APRIL 2021

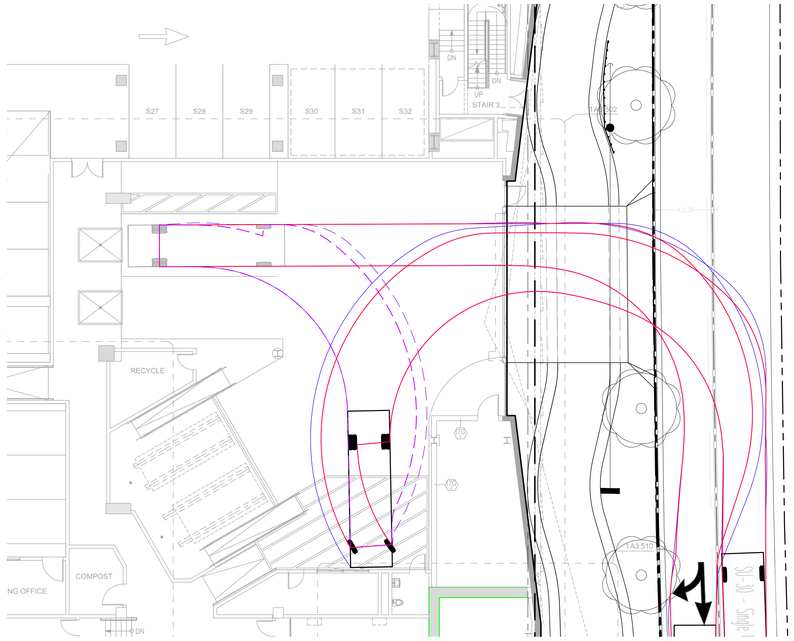
9726 REGISTERED ARCHITECT
D. KAY TRAVIS COMPTON
STATE OF WASHINGTON

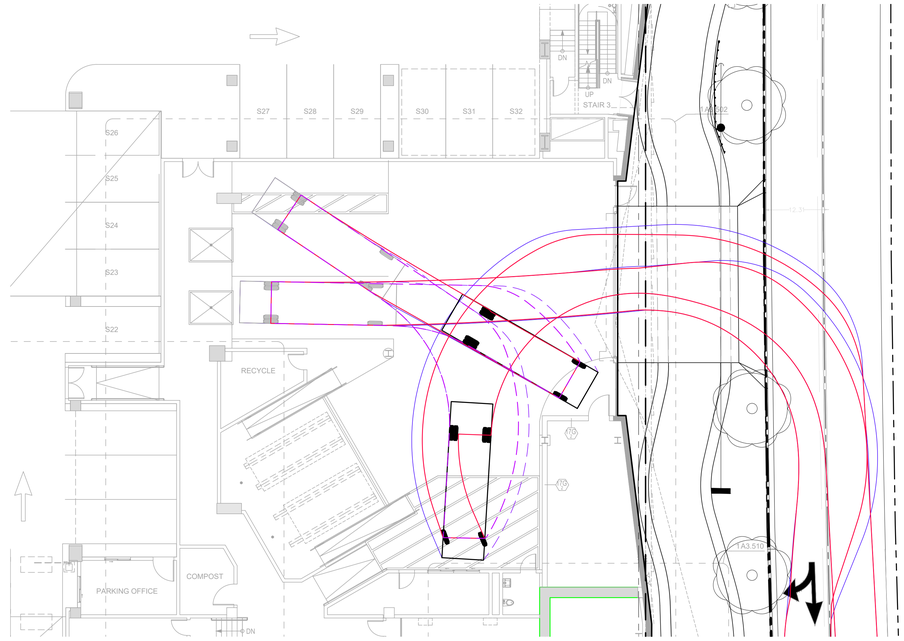
CoB Project #: 20-111596-LD

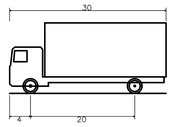
No.	Description	Date
	Design Review Submission	7/15/2020
	Design Review Resubmittal A	12/16/2020
	Design Review Resubmittal B	04/28/2021

REPUBLIC SERVICES APPROVAL

G-012D





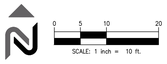


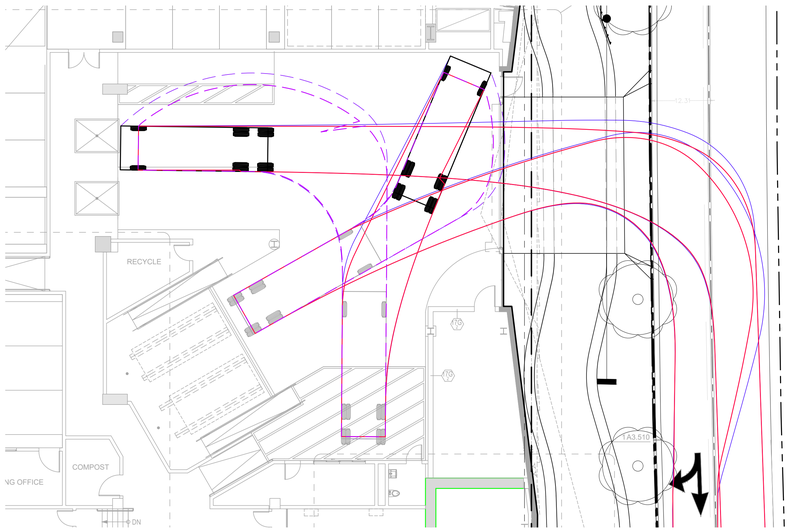
SU–30 – Single Unit Truck

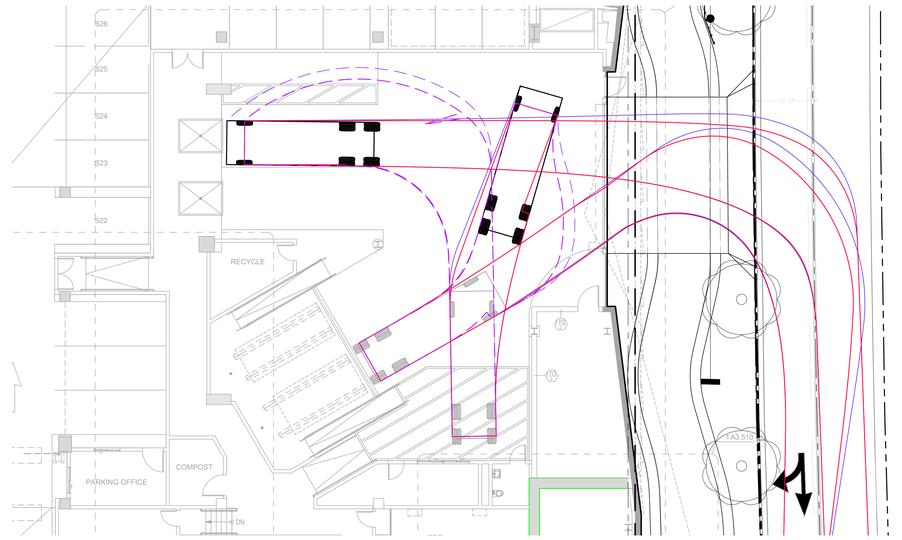
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock–to–lock time	5.00s
Max Steering Angle (Virtual)	31.80°

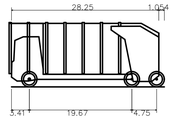
SU-30; LOADING DOCK AND SITE ACCESS VEHICLE TRACKING EXHIBIT (1)

1" = 10'









Flatbed Expeditor Rep (RO CNG)

Overall Length	29.304ft
Overall Width	8.420ft
Overall Body Height	12.345ft
Min Body Ground Clearance	1.034ft
Track Width	8.420ft
Lock–to–lock time	6.00s
Curb to Curb Turning Radius	33.920ft

2012 AUTOCAR ACX XPEDITOR FLATBED TRUCK; GARBAGE PICKUP VEHICLE TRACKING EXHIBIT (2)

1" = 10'

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ADMINISTRATIVE DESIGN REVIEW
DECEMBER 11, 2020

CoB Project #:

No.	Description	Date

Issue Date:
Drawn By:
Checked By:
CDO Project #:

VEHICLE TURNING STUDIES

C-600

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Project #20-111596-LD
Resubmittal B
APRIL 2021

8726 REGISTERED ARCHITECT
D. KAY TRAVIS COMPTON
STATE OF WASHINGTON

CoB Project #: 20-111596-LD

No.	Description	Date
	Design Review Submission	7/15/2020
	Design Review Resubmittal A	12/16/2020
	Design Review Resubmittal B	04/28/2021

REPUBLIC SERVICES APPROVAL

G-012E

Attachment G

Laurie Tyler, Land Use Planner

DEVELOPMENT SERVICES DEPARTMENT
450 110TH AVENUE NE
BELLEVUE, WA 98009-9012

Refer to SEPA section in staff report for additional information.

SEPA Environmental Checklist

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit the Land Use Desk in the Permit Center between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4) or call or email the Land Use Division at 425-452-4188 or landusereview@bellevuewa.gov. Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

Purpose of checklist:
The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

PLEASE REMEMBER TO SIGN THE CHECKLIST. Electronic signatures are also acceptable.

A. Background [help]

1. Name of proposed project, if applicable: [help]

   200 112th Bellevue

2. Name of applicant: [help]
   BSOP 2, LLC

3. Address and phone number of applicant and contact person: [help]
   Mr. Pete Aparico
   Columbia Pacific Advisors
   1910 Fairview Ave. E., Suite 300
   Seattle, WA 98102
   206-519-3961

4. Date checklist prepared: [help]
   July 14, 2020

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

6. Proposed timing or schedule (including phasing, if applicable): [help]

   Construction of the proposed project is planned to commence in October 2022 with completion by approximately February 2025.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

   No plans for future additions or expansions are known or anticipated. See Appendix A for a complete list of anticipated permits.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

   -Geotechnical Engineering Services (GeoEngineers, 2020)
   -Phase I Environmental Site Assessment (Farallon Consulting, 2020)
   -Viewshed Analysis (EA, 2020)
   -Solar Glare Analysis (EA, 2020)
   -Greenhouse Gas Emissions Worksheet (EA, 2020)
   -Trip Generation Summary and Request for Traffic Modeling (TENW, 2020)

LT
8/19/21

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

There are no known applications pending for approval that would directly affect property associated with the proposed action.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

See Appendix A (A.10) for a complete list of anticipated permits.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

Refer to staff report for most current project statistics.

The 200 112th Bellevue project is located in downtown Bellevue, on the south portion of a block that is bounded by NE 4th Street on the north, 114th Avenue NE on the east, NE 2nd Street on the south, and 112th Avenue NE on the west.

The site currently contains surface parking and a three level masonry office building (built in 1970). Office space occupies the two upper floors of the building (approximately 50,918 sq. ft.) and covered parking occupies the at-grade level beneath the building (19,015 sq. ft.).

The proposed project would include a 16-story building containing approximately 315,000 net sq. ft. of office space, 2,910 sq. ft. of retail space, and below-grade parking for approximately 550 vehicles. An approximately 6,775 sq. ft. street-level plaza would be provided as part of the project.

See Figures 1-4 in Appendix A to this Environmental Checklist.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The proposed project would be located on the south portion of a block that is bounded by NE 4th Street on the north, 114th Avenue NE on the east, NE 2nd Street on the south, 112th Avenue NE on the west. Please refer to the plans on file with the City of

LT
8/19/21

Bellevue for a legal description of the project site. Please see Figures 1-4 in Appendix A of this Environmental Checklist for vincity maps and a site plan of the project.

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site: [help] (select one): ☒Flat, ☐rolling, ☐hilly, ☐steep slopes, ☐mountainous, other: *The site slopes generally down to the southeast. Existing site grades range from about elevation 87 feet in the northwest corner to about elevation 72 feet in the southeast corner.*

b. What is the steepest slope on the site (approximate percent slope)? [help]

The steepest slope on the site is approximately 15 percent.

Refer to Geotech Report in project file for detailed analysis.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

The general subsurface conditions consist of asphalt pavement and relatively shallow fill and/or alluvial deposits overlying competent granular and fine grained glacially consolidated soils. See Appendix B for additional information.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

No. There does not appear to be surface indications or history of unstable soils in the immediate vicinity of the site. The Geotechnical Report (Appendix B) indicates that there are no mapped erosion, landslide or seismic hazard areas on the project site or in the immediate vicinity of the site.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

Approximately 95,000 cubic yards of excavation and approximately 2,000 cubic yards of fill would be required for the project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

Demolition would result in clearing of the site. Erosion is always possible as a result of any demolition/construction

LT 8/19/21

activity. Site work would expose soils, but implementation of a Temporary Erosion and Sedimentation Control (TESC) plan incorporating best management practices (BMPs) would mitigate potential impacts. Once the building is operational, no erosion would be anticipated.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

Presently, approximately 91 percent of the site is covered with impervious surfaces. The completed project is projected to result in roughly 92 percent of the site covered with impervious surfaces.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]
No significant adverse earth-related impacts are anticipated. Comprehensive Drainage Control Plan approvals (including construction BMPs and soil stabilization) would be submitted as an element of the Clear & Grade permit plan set.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

Construction dust mitigation measures per Clear & Grade Code BCC 23.76

The proposed project could result in localized increases in air quality emissions (primarily carbon monoxide) due to construction vehicles, equipment and activities. Emissions, however, would not be expected to result in exceedance of ambient air quality standards.

The project has been designed to conform to applicable regulations and standards of agencies regulating air quality in Bellevue. These include the Environmental Protection Agency (EPA), Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA).

In order to evaluate the climate change impacts of the proposed project, a King County Greenhouse Gas Emissions Worksheet has been prepared to estimate the emissions associated with demolition (see Appendix C of this Environmental Checklist). The emissions estimates are based on the emissions associated with:

- Embodied Emissions – extraction, processing, transportation construction and disposal of materials and landscape disturbance;
- Energy-related Emissions – energy demands create by the

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development after it is completed; and,
- Transportation-related Emissions – transportation demands created by the development after it is completed.

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for the 200 112th Bellevue project is approximately 427,546 MTCO2e.

The worksheet used to estimate the project emissions is contained in Appendix C of this Checklist.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

While the site is adjacent to I-405, there are no offsite point sources of air quality emissions or odors that may affect the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

No significant adverse emissions or air quality-related impacts are anticipated. The following measures could be implemented to further control emissions and/or dust during constructiom work:

-Use of well-maintained equipment would reduce emissions from construction equipment and construction-related trucks, as would avoiding prolonged periods of vehicle idling;
-Use of electrically operated small tools in place of gas powered small tools, wherever feasible;
-Trucking materials to and from the project site could be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways; and
-Demolition dust would be handled in accordance with PSCAA regulations and sprinklering would occur during demolition.

3. Water [help]

Project is subject to Utility Code BCC 24.06 and any required utility permits.

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

The nearest surface water bodies are Lake Washington, located approximately 0.85 mile west of the site, and Lake Bellevue, located approximately 0.55 miles northeast of the site.

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2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

No. The project will not require any work over, in, or adjacent (within 200 feet) to any water body.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

No fill or dredge material would be placed in or removed from any surface water body as a result of the proposed project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No. The proposed project would not require any surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

No. The proposed project does not lie within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No. There would be no discharge of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

The geotechnical engineering report prepared for this project indicates that the excavation for the below-grade parking structure may extend up to about 40 to 60 feet below the measured groundwater levels at the site. Moderate groundwater flows may be encountered during excavation below the water table, where hydrostatic pressures will appear to be artesian and increasing with depth, requiring the installation of an active dewatering system to facilitate construction below the groundwater level. See Appendix B for additional information.

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No groundwater would be withdrawn from a well and no water would be discharged to groundwater.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

Waste material will not be discharged into the ground from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

Existing and new impervious surfaces constructed on the site are and would continue to be the source of runoff from the proposed project.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

No. The proposed stormwater collection system and the TESC and BMPs implemented during construction would prevent waste materials from entering ground or surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

No. The proposal would not alter or otherwise affect drainage patterns in the vicinity of the site. Stormwater on the site is currently collected and conveyed to the City's storm drainage system and the proposed system will continue the same drainage patterns.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

No significant adverse surface, ground, runoff water or drainage pattern impacts are anticipated. The stormwater management system will be designed in accordance with City of Bellevue stormwater management code requirements. The system will leverage on-site green (vegetated room, planting areas)to meet flow control requirements. No structural detention is anticipated to be provided.

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4. Plants [help]

a. Check the types of vegetation found on the site: [help]
☒deciduous tree: alder, maple, aspen, other: *other*
☒evergreen tree: fir, cedar, pine, other: *other*
☒shrubs
☒grass
☐pasture
☐crop or grain
☐Orchards, vineyards or other permanent crops.
☐wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*
☐water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*
☐other types of vegetation: *Click here to enter text.*

b. What kind and amount of vegetation will be removed or altered? [help]

A total of 27 on-site trees and street trees are planned for removal from the site.

c. List threatened and endangered species known to be on or near the site. [help]

The site is located in an urban developed area and is largely covered with impervious surfaces. No threatened or endangered species are known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

Street trees and landscaping would be provided in accoradance with requirements identified in the Bellevue City Code (BCC) 20.25A.110A, as follows:
-5' wide planter strip provided along NE 2nd Street
-5' wide minimum planter strip, growing to 9' wide at existing power pole, provided along 114th Avenue NE
-8' wide planter strip provided along 112th Avenue NE, stopped short of the north property line to allow for bus load and unload
-2½ inch caliper trees would be provided, at minimum.
-vegetation that will withstand urban conditions would be provided.

On-site landscaping would be provided in accordance with BCC 20.25A.110.B, as follows:
-5' wide, Type III Buffer within a planter that is a minimum of 7' wide would be provided along the length of the open space. This planting area would be planted with a mix of evergreen and deciduous trees, shrubs and groundcover.

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Planting in the right-of-way at grade over structure and in grade and a mix of extensive and intensive green roof at levels 2 and 3 would be provided, utilizing evergreen and decidiuous trees, shrubs and groundcovers to reach the required green and sustainability factor score of 0.3.

The amenity incentive system would be provided in accordance with BCC 20.25A.070D, as follows:
-20% of the defined outdoor plaza area would be planted with a variety of plants, adding seasonal and native interest tot eh plaza area.
-Layered planting with seasona and native interest would be included in planting of areas included as Enhanced Streetscape.

e. List all noxious weeds and invasive species known to be on or near the site. [help]

There are no known noxious weeks or invasive species known to be on or near the site.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [help]

Examples include:

birds: ☐hawk, ☐heron, ☐eagle, ☒songbirds, other: *seagulls, pigeons*
mammals: ☐deer, ☐bear, ☐elk, ☐beaver, other: *squirrels, rats*
fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, other: *None*

b. List any threatened and endangered species known to be on or near the site. [help]

The project site is located in an urban, developed area and no threatened or endangered species are known to be on or near the site.

c. Is the site part of a migration route? If so, explain. [help]

Yes. The entire Puget Sound area is within the Pacific Flyway, which is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia, a region at the southern end of South America. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources heading to breeding grounds, or travelling to overwintering sites.

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d. Proposed measures to preserve or enhance wildlife, if any: [help]

The proposed project would provide on-site landscaping, which could provide limited habitat for urban wildlife.

e. List any invasive animal species known to be on or near the site. [help]

Invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

Electricty and natural gas are the primary sources of energy that would serve the proposed development. During operation, these energy sources would be used for project heating, cooling, hot water, cooking and lighting.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

The proposed project would not significantly affect solar access. While some shadow impacts to nearby private properties are anticipated to result from the proposed office tower, impacts are not expected to be signficant.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

The proposed project will comply with the City of Bellevue's current Energy Code standards and will target LEED Silver certification as a baseline goal.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

The completed project would have no known environmental health hazards that could occur as a result of this proposal.

1) Describe any known or possible contamination at the site from present or past uses. [help]

A Phase I Environmental Site Assessment performed for the site in identified a 'recognized environmental condition'

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in connection with the potential release of hazardous substances in connection with known and suspected historical use and storage of heating oil on the site. See Appendix E for details.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [help]

None are known to be present.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [help]

No toxic or hazardous chemicals are anticipated to be stored, used or produced during the project's development, construction or once the building is operational.

4) Describe special emergency services that might be required. [help]

No special emergency services are anticipated to be required as a result of the project. As is typical of urban development, it is possible that normal fire, medical, and other emergency services may, on occasion, be needed from the City of Bellevue.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]

If a heating-oil UST is encountered during site redevelopment, the UST should be removed and disposed of in accordance with local and state regulations. See Appendix E for additional information.

b. Noise [help]

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

Traffic noise associated with adjacent streets including I-405 is relatively high at certain times of the day. Traffic noise, however, is not expected to adversely affect the proposed project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indi-cate what hours noise would come from the site. [help]

Construction-related noise would occur as a result of on-site construction activities associated with the project.

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Construction noise would be short-term and would be the most noticeable sound levels that are generated from the project. The proposed project would comply with provisions of Bellevue's Noise Controls (BCC, Chapter 9.18).

3) Proposed measures to reduce or control noise impacts, if any: [help]

As noted, the project would comply with provisions of the City's Noise Controls. Specifically, construction hours would be limited to weekdays (non-holiday) from 7 AM to 6 PM and Saturdays from 9 AM to 6 PM (non-holiday). Sounds emanating from construction sites are prohitibed on Sundays and legal holidays.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

As noted previously, the project site currently includes a three-level building with office space on the upper two floors and parking on the ground level beneath the building.

The current use of adjacent proprites includes:

- *North: a two-story medical/dental office building (Virginia Mason)*
- *East: the I-405 freeway*
- *South; the 6-story Sheraton Bellevue Hotel*
- *Southeast; The 6-story Excalibur Apartment building*
- *West; the 5-story Aventine Apartment building and a 3-story office building*

The proposed project would result in an increase in on-site population associated with the proposed office and retail uses, which would result in increased activity levels on-site and within the immediate surrounding neighborhood.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

No. There is no evidence that the site has been used for agriculture in the past 50 years.

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1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [help]
No. The proposal will not affect or be affected by working farm or forest land.

c. Describe any structures on the site. [help]

As noted previously, the project site currently contains one three-level office building.

d. Will any structures be demolished? If so, what? [help]

Yes. The existing building on the site would be demolished.

e. What is the current zoning classification of the site? [help]

The site is zoned DT-OLB-S.

f. What is the current comprehensive plan designation of the site? [help]

The site is located within the Downtown Neighborhood Area (subarea).

g. If applicable, what is the current shoreline master program designation of the site? [help]

The project site is not located within the City's designated shoreline boundary.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

No part of the site has been classified as a critical area by the City of Bellevue or King County.

i. Approximately how many people would reside or work in the completed project? [help]

Approximately 788 to 1,050 people could work in the office building, although the occupancy allowed by the building code could be higher. Employee estimates are based on the 2014 King County Buildable Lands Report, and assume approximately 300 to 400 sq. ft. per employee in the Bellevue Urban Center.

j. Approximately how many people would the completed project displace? [help]

The completed project would not displace any people. There are no residences on the project site. The existing businesses that lease space in the existing building would relocate prior to the start of demolition.

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k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

No impacts would occur and no measures are proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

The project site is located within the Downtown Subarea, which is one of 14 distinctive subareas within the City of Bellevue. The Downtown Subarea is intended to be a dense, mixed-use urban center and to serve as the continued location of cultural, commercial, entertainment, residential and regional uses. More specifically, the site is located within the Downtown Subarea's East Main District; one of nine districts within Downtown. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity.

The proposed project would promote increased mixed-use density (office and retail) on a site that is underutilized from a density perspective. As noted, the site is currently occupied by a low-rise office building, with the remainder of the site area in surface parking. The project would provide employment-generating uses onsite in a compact, mixed use pattern. This is consistent with regional goals to focus growth within urban centers. The proposed development would be consistent with the type and scale of existing and planned uses surrounding the site within the Downtown Subarea, and is consistent with the City's Land Use Code.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [help]

No measures are proposed. The project site is located within a dense urban center and is not located in the immediate vicinity of agriculatural or forest lands.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

No housing units would be provided as part of this proposed project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]
Currently, no housing exists on the site and, therefore, none would be eliminated.

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c. Proposed measures to reduce or control housing impacts, if any: [help]

No housing impacts would occur and no measures are proposed.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

Project subject to Design Review and Design Standards in LUC 20.25A

The tallest height of the office tower would be approximately 240 feet, including mechanical space.

It is anticipated that principal building materials that are proposed for the building would include vision glass, spandrel glass, metal panels and gamma stone. Please see the ADR plans that are on file with the City of Bellevue for more detailed information.

b. What views in the immediate vicinity would be altered or obstructed? [help]

See Appendix A (B.10.b) for a detailed response to this question.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

No significant adverse aesthetic impacts are anticipated and no measures are proposed.

The proposed project is complying with applicable design guidelines, the application of which are evaluated through the City's ADR approval process.

11. Light and Glare [help]

Project subject to Light and Glare requirements of LUC 20.20.522

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Principal sources of light and glare produced by the proposed project would include both stationary sources of light(e.g. interior lighting, pedestrian-level lighting, illuminated signage) and mobile sources, principally from vehicles maneuvering and operating within the site to access the parking garage. Lighting from the proposed project could be visible from locations proximate to the project site and would mainly be visible at nighttime. Specific information relative to stationary sources, such as exterior building light

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fixtures, signage, façade materials (in terms of specular or reflective characterstics) and glazing are evaluated as part of the City's ADR review process.

A Solar Glare Analysis was prepared to address the potential impacts associated with solar glare reflecting from the building onto I-405, directly east of the site. See Appendix D for details.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

No. Light and glare associated with the proposed project is not expected to cause a safety hazard nor interfere with views. See Appendix D for additional information.

c. What existing off-site sources of light or glare may affect your proposal? [help]

There are no off-site sources of light or glare that would affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

No significant adverse light or glare-related impacts are anticipated and no mitigation measures are proposed. The proposed project would comply with the City's guidelines on glare and lighting.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

City Hall Park is located approximately 1.5 blocks to the northwest of the site.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No, the proposed project would not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

No significant adverse recreational impacts would occur and no measures are proposed. The project would be landscaped with the intention of enriching and enlivening the pedestrian experience for office tenants, as well as the general public.

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13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

There are no buildings, structures, or sites located on or near the site that are listed in or eligible for listing in national, state or local preservation registers.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

There are no visible landmarks, features, or other evidence of Indian or historic use or occupation on the site.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

Potential impacts to cultural and historic resources on or near the project site were assessed by consulting the Washington State Department of Archaeology and Historic Preservation's Information System for Architectural and Archaeological Records Data (WISAARD).

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]

No significant adverse impacts are anticipated and no mitigation measures are proposed.

14. Transportation [help]

Refer to Transportation Analysis section of Staff Report for updated information.

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

The project site is located in downtown Bellevue. Streets serving the site include 112th Avenue NE, NE 2nd Street and 114th Avenue NE.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

Yes, the site is currently served by public transit. The nearest transit stops are located on 112th Avenue NE, between

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NE Third Street and NE 2nd Street, directly west of the project site.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The completed project would include approximately 550 parking spaces.

The project would eliminate approximately 166 existing surface parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

Modifications to the adjacent streets would include potential widening of NE 2nd Street to accommodate an additional travel lane, wider sidewalks on all frontages on 112th Avenue NE and 114th Avenue NE, a new protected bike lane on NE 2nd Street, a new multimodal pedestrian/bicycle path on 114th Avenue NE, and a potential traffic signal at 2nd/114th. Street improvements to back of curb would be included in public right-of-way. Sidewalk and bike lanes would be within easements if not already within existing right-of-way. Frontage improvements will be in accordance with City requirements.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]
No, the project will not occur in the immediate vicinity of water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Full buildout of the project is estimated to generate approximately 2,600 net new weekday daily trips (1,300 entering, 1,300 existing). Peak volumes are expected to occur between 7-9 AM and 4-6 PM. Less than 3% trucks are expected. Trip generation was based on standard City of Bellevue trip rates and the ITE Trip Generation Manual, 10th Edition. See Appendix F for details.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]

No, the proposal would not affect or be affected by the

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movement of agricultural or forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program consistent with City code requirements to encourage use of non-SOV modes of transportation.

The proposed project also includes potential widening of NE 2nd Street to accommodate an additional travel lane, wider sidewalks on all frontages on 112th Avenue NE and 114th Avenue NE, a new protected bike lane on NE 2nd Street, a new multimodal pedestrian/bicycle path on 114th, Avenue NE and a potential traffic signial at NE 2nd Street /114thAvenue NE.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

It is anticipated that the Proposed Action would generate an incremental need for increased public services due to the addition of office and retail employees and visitors associated with the site. To the extent that emergency service providers have planned for gradual increases in service demands consistent with the comprehensive plan, no significant impacts are anticipated.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

While the increase in employees and visitors associated with the proposed project may result in incrementally greater demand for emergency services, it is anticipated that adequate service capacity is available within Downtown Bellevue to preclude the need for additional public facilities/services.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

All utilities are currently available at the site.

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c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

- *Water – New, multiple domestic water connections, irrigation, and fire service connections (Bellevue Utilities);*
- *Stormwater – New, multiple storm drain connections (Bellevue Utilities);*
- *Sewer – New, multiple side sewer connections to combined sewer System (Bellevue Utilities);*
- *Natural Gas – New gas service (Puget Sound Energy); and*
- *Electrical – New electrical feed (Puget Sound Energy).*

C. Signature [help]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Michele Sarlitto

Name of signee: *Michele Sarlitto*
Position and Agency/Organization: *Senior Planner, EA Engineering, Science & Technology, Inc., PBC*
Date Submitted: *July 14, 2020*

Attachments to the SEPA checklist can be found in the project file.

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